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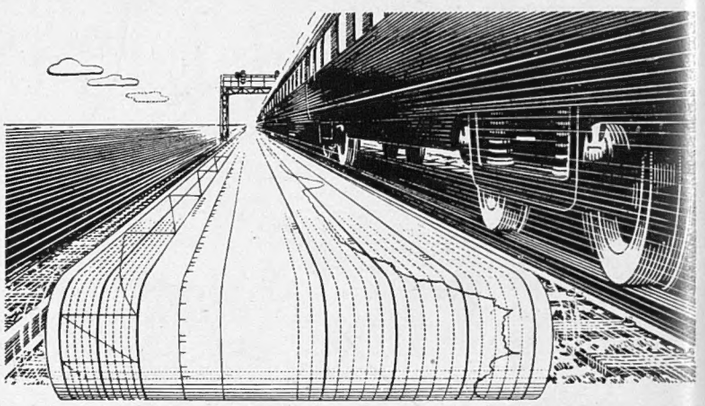

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Volume CXCVII No. 2568 The SPHERE, London, April 23, 1949

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

THE GREAT L.C.C. CONTROVERSY—THE FIRST MEETING OF THE GOVERNMENT OF LONDON AFTER THE ELECTIONS IN WHICH CONSERVATIVES (WITH 64 MEMBERS) DEAD-HEATED WITH LABOUR AT THE POLLS: Presiding is Mr. J. W. Bowen, the Labour nominee for the decisive office, who, after being defeated in Wandsworth Central, was brought in as chairman. The Socialists are seated on the left of the Chamber and the Conservatives on the right

The Government of London was involved in a controversy almost without parallel when the news became known that Conservatives and Socialists had dead-heated in the number of members returned. The problem was, who should rule London for the next three years? The Labour members of the Council declared that they would nominate a Chairman whose casting vote would be decisive, and their choice lighted upon Mr. J. W. Bowen, a former M.P. for Crewe, who was defeated in the L.C.C. elections in his division of Wandsworth Central. The Conservatives put in opposition to Mr. Bowen, Dame Barrie Lambert, whom they declared would be impartial. Mr. Bowen, with nine Labour Aldermen voting for him, was returned by 71 votes to 64 votes cast for Dame Barrie Lambert, despite the protest of the only Liberal on the Council, Sir Percy Harris, who declared that he would have liked to have seen some man or woman distinguished in affairs outside the Council brought in to act as an absolutely impartial Chairman, like the Speaker of the House of Commons. After Mr. Bowen's election six more Labour Aldermen were elected and five Conservative Aldermen were elected, thus giving Labour a working majority of ten and by a narrow margin continuing control of the affairs of London. When the results were announced, Mr. Henry Brooke, the Conservative leader, moved the adjournment to call attention to "the worst piece of work that has been done in this Council." (Pictures of leading personalities in the controversy will be found on page 111)

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

"The Great Dock Strike"

—It began in 1888. It was hailed in subsequent history as the winner of the Charter of Trades Unionism. The "tanner-an-hour" strike had four main issues: (1) the four-hours minimum term of employment; (2) the employers' right to engage labour at any hour; (3) contract work let to private contractors who tended to pay less than the company; and (4) the "sixpence minimum," which implied an extra 1d. an hour for many of the dockers. The dockers have moved forward far enough since those days sixty years back. Then, as now, agitators ran, like fire in stubble, among the workers. To-day, with a security undreamed of then (and indeed decades later), the agitator can persuade unreasonable dock workers that men incapable of work, men unwilling to work, men too old to work at eighty or more years of age, are still entitled to remain on the books and enjoy the security of full employment, and that if any authority at any level seek to challenge this right, the grounds are there for a hold-up of the nation's food. I put on one side to-day Labour's new programme for the General Election and after. I don't think it worth study yet awhile. There is a problem to be solved which is a precondition of new legislation and another lustre of power—it is the problem of how to persuade the workers to use constitutionally the rights and benefits won constitutionally. Until that problem is solved, the fate of this country is too uncertain to justify the study of new plans for its social betterment.

Coalition—

"No one likes a coalition Government." I wonder. There are worse things. In times of trouble, coalitions can for a period secure a national unity never possible in peacetime. In the L.C.C. impasse, before the solution was declared, *The Times* came out strong for a coalition government of London, and argued that it was up to Mr. Brooke to suggest it. London's Municipal Government (like the King's) must be carried on, and efficiently. No other solution can be so effective to-day in the County Hall. If the Labour Party (just within the law) jigger a bare majority, that party is branded as the party which puts personal power before the people's will—the Kremlin policy. The L.C.C. voting indicated, commanded, a coalition. The General Election of 1945 was equally clear that Labour was called to govern. Yet I wonder what saving in time and money and what benefits to the peace and security of the world and to this nation's stability and well-being might have come if Fate and the voters in 1945 had decreed a continuance of Coalition Government then? One thing proved to the hilt in the past three or four years is that an overwhelming Government majority in the House is a danger, and may be a disaster to a people of our temperament. And a bare majority of a handful means in terms of constructive legislation much ado about little or nothing. But, if coalition government is the enemy of large, controversial reforms, the country and the capital could tolerate that form of ca' canny, for a year or two of digestion and consolidation.

L.C.C.—"Cocksparrow Hall."—

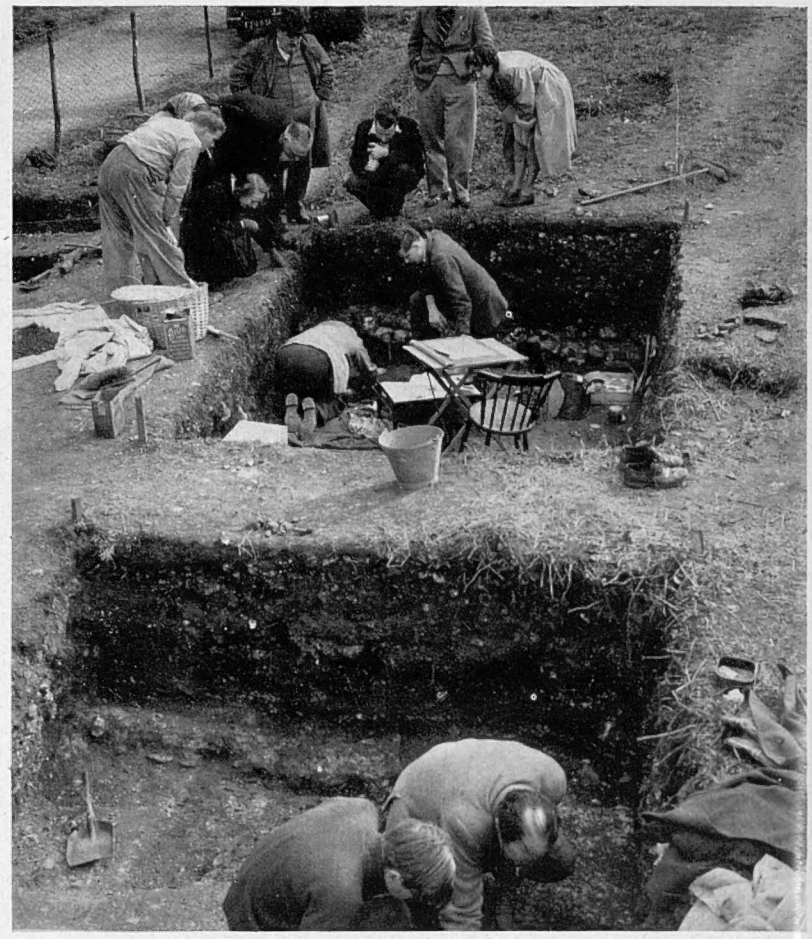
The Conservatives' sweeping gains in the L.C.C. elections are remarkable. For once the Labour organisation was caught out. The *hubris* of a vast majority paid the penalty. The old giants were engaged in Westminster across the bridge and the lesser fry were too sure of themselves in County Hall. Never did so many electors go to the polls; never did the Conservatives take more pains to organise for victory. Was the result—this remarkable tie—due to "local" politics, or was it a shadow of things to come in national politics, or was it just the fit punishment for cocky self-confidence, such as Morrison sometimes crosses the bridge to hand out to London electors—with taunts and insults to Tories? Certainly, London's local government should be, must be, concerned with wider issues than the parish pump. London is still vastly important in the world, and its Government must survey the world and its major problems. Londoners are just beginning to comprehend this truth and the new importance to the citizen of *every* local authority. For in a sense nowadays a local authority can and should act as a safeguard and defence against tyranny in Whitehall. Here it is, then, in London. The Labour majority has vanished in a night, in the night which followed Mr. Stanley's announcement that the Budget speech heralded the end of a chapter of fiction. The Labour chairman may succeed in securing a "casting vote" for Labour. But a majority of two or three is not a working majority and temporarily power has passed from Labour in the County Hall, and the Conservatives, with the majority of election votes, have a chance to show what they can do in the near future. I fancy Mr. Morrison has had a rude shock and perhaps learned a healthy lesson. But whether the moving finger has written a pointer on the national wall, I do not know. There is a little cottage on a mound close to my house with the charming name of "Cocksparrow Hall." Mr. Hayward might borrow it for his County Hall, as a salutary reminder of the dangers of *hubris*.

Tailpiece on the Budget.—

Cripps's historic Budget of 1949 is by no means stale news, albeit all its epitaphs but mine have been read Historic it certainly is. It sums up our past, present and future and will be cited in most important histories of our time. It is a document which illustrates the courage of a Chancellor, the conversion of the Socialist Party, the discipline and patience of a nation once famous for individual and collective truculence. It is the end of a chapter of Socialist theory and the continuation of an endless chapter of utter austerity. The details of tax changes are few and too trivial for mention. The Budget is historic for two reasons: for the first time since the voice of Socialism caught the ear of the masses, two damnable fallacies have been nailed down by the Government which in 1945 gained power by subscribing to them. First, that there was no limit to the soaking of the rich and that in the redistribution of the nation's wealth and in the perfection of social services considerations of £ s. d. were contemptible and unnecessary. To that extent, the nation's wealth was inexhaustible. The millions could rely on having their cake and eating it. Second, there was no analogy between a bankrupt man, who must cut his coat to his cloth, and a bankrupt nation—as regards social amelioration. Sir Stafford has nailed down finally these two monstrous fallacies. The "rich" have been squeezed till the pips squeaked. As a class, they do not exist. The masses henceforth have got to pay for every benefit they demand and get in one of two hard ways: either by working much harder to produce more and better goods or by being taxed still higher; and only the first alternative is a long-term practicability.

That Vicious Spiral.—

Unquestionably the Chancellor faced his most dangerous critic so far when the Member for Central Hull spoke in the debate on the Budget. Captain Hewitson spoke as organiser of the second largest trade union in this country and he declared that this Budget was the last straw. His and other unions had so far succeeded at the Government's urgent entreaties in holding down claims for higher pay. They anticipated that the new Budget would at least contain some token concession (such as a reduction in purchase tax) to make life easier in the ordinary working-class home, and thus to enable the union leaders to continue to hold down urgent wage increases—but the Budget gave no such easement. Very much to the contrary. Thus the Chancellor was frankly warned that unless he repented in Committee and found the sop, then the fat was in the fire, the writing on the wall. No Government, Captain Hewitson said, could afford to fight those who represented the organised workers. Those were pregnant, significant words or threats. They represent the bones and beak of the Socialist revolt against the Chancellor's stark realism. The realism of the T.U. leaders regards a minimum of £5 a week as starvation-level in our present economic condition. Perhaps it is. I do not question it, but it all shows how difficult it will be to drive home to every section of the community the Chancellor's new discovery concerning the eating of one's cake—and how more difficult than ever in the years immediately ahead will be the task of governing.



A ROMAN DISCOVERY IN KENT—EXCAVATIONS IN LULLINGSTONE PARK, EYNSFORD, WHERE A ROMAN VILLA IS BEING UNEARTHED: A band of archæological students, under the leadership of Lieut.-Colonel G. W. Meates and Mr. Ernest Greenfield, is working on the site at week-ends and almost every morning. So far they have excavated pieces of pottery, bronze, coins and a few small bones. In one of the two rooms of the villa the students have unearthed one of the largest Roman pots on record. It measures nearly 2 ft. across at its widest part, and is nearly 2 ft. in depth

The Premier's Review.—

One observes with interest how Sir Stafford's great Budget discovery (or change of heart) is echoed in the speeches of other Ministers, even on other themes than internal economy. Thus Mr. Attlee at Glasgow: "The citizens can only get from the community what they put into it. There is no reservoir untapped by which the people can get more benefits except the reservoir of their own skill and effort." The "rich" have been soaked dry, the bottomless Treasury is a myth (and always has been). We agree with Mr. Attlee and his fellow-penitents. We may not be quite so certain just yet that Socialism's great experiment has enlarged our freedom or increased the sum of human happiness. But on Communism the Premier was very sound indeed. It has indeed done its best to retard recovery and to retard the cure of human misery and the terror of war. It has forced Western Union on the nations still unenslaved, and its lying propaganda, which is not very effective after all, seeks to brand Western Union as imperialist aggression and not as the last desperate effort of peace-loving peoples to save what remains of their freedoms and the means to keep the breath in their bodies. "This animal is dangerous. Attack it, and it will defend itself. To that extent the Western world is dangerous. And perhaps the Kremlin to-day is discovering a truth and nailing down a myth as obvious and as important as that of Sir Stafford's Budget.

Corfu Channel Case.—

The I.C.J. at The Hague has delivered its judgment on an incident which cost many British lives in October 1946. The case against Albania for responsibility was pushed on to the I.C.J. by the U.N., to whom it was submitted in 1947. The questions to be settled were: 1. Was Albania responsible for the explosions, and is there a duty to pay compensation? 2. Did the U.K. violate International Law, first by using Albanian waters on the day of the disaster; and second, when she decided to sweep the Channel and so secure the "evidence"? The judgment is that Albania was responsible and that compensation will be considered later and that the U.K. was not guilty on the day of the disaster but guilty in sweeping to secure the "evidence." Whether or no Albania will ever pay, if asked, any compensation whatsoever is not for me to say. International Law is not like British Common Law nowadays and moves far more slowly. What is interesting is the curious difference in the duties of a citizen and of a State, following a criminal action. A postman, delivering letters on his legal round, is murdered on the garden-path by the owner of the house of delivery. In the struggle, the blunt instrument used for the murder drops behind a bush. A private citizen on the roadway sees it fall and trespasses to secure the "evidence" (the weapon by which the murder was done). He hands it to the police. If "he" is a nation, he is rapped over the knuckles by the I.C.J. for unwarrantable trespassing. If he is plain John Citizen, I fancy he would be handed a bouquet for doing his plain duty to bring the criminal to justice.

THE OLD STAGER

REJECTED BY THE ELECTORS OF WANDSWORTH CENTRAL AND BROUGHT IN AS CHAIRMAN OF THE LONDON COUNTY COUNCIL FOR THE NEXT THREE YEARS: Mr. J. W. Bowen, who, at the first session of the London County Council after the dead-heat election, was nominated as Chairman by the Labour Members and by the remaining Labour Aldermen. Mr. Bowen was elected by 71 votes to the 64 cast for Dame Barrie Lambert, the Conservative nominee, and he then proceeded to the election of eleven new Aldermen, a vote in which the sitting Aldermen may not take part. In this voting six Labour supporters and five Conservative supporters were elected with a total of 66 votes. The six unelected, all Conservatives, received 64 votes each. Mr. J. W. Bowen, a former M.P. for Crewe was for many years General Secretary of the Union of Post Office Workers

AFTER THE L.C.C. DEAD-HEAT

Some Personalities in the Battle at County Hall

THE THREE MEN WHO FOUGHT THE BATTLE FOR LONDON AT COUNTY HALL: Mr. Henry Brooke (Conservative; left), with Sir Percy Harris (centre), the lone Liberal on the Council, and Mr. I. J. Hayward, the leader of the Labour Members on the Council.

When the news of the Conservative and Labour dead-heat became known it was thought that Sir Percy, with his single vote, would rule London, but using their ten remaining Labour Aldermen, the Socialists elected a Chairman of their own persuasion. This prevented Sir Percy from holding the Party balance

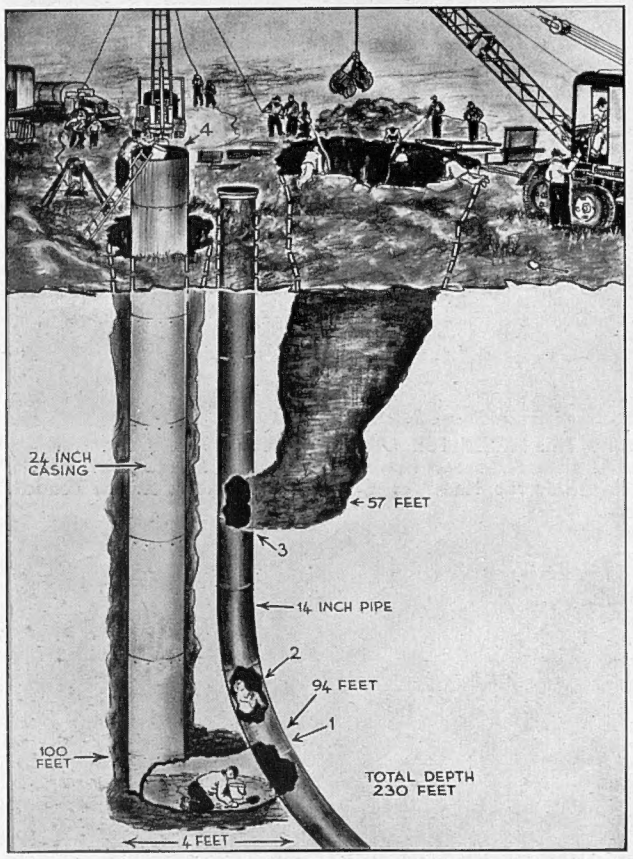
THE INVALID WHO WAS A VITAL FIGURE IN THE QUESTION OF LONDON'S CONTROL: Councillor J. H. McDonnell, who struggled from his sick-bed in order to support Labour and secure the election of an outside Chairman of the Council and six Labour Aldermen

DAME BARRIE LAMBERT, THE TORY NOMINEE FOR THE POST OF CHAIRMAN OF THE LONDON COUNTY COUNCIL: Sir Percy Harris in his speech before the Council declared: "Taking everything into consideration, I have come to the conclusion that Dame Barrie Lambert in the light of her very long public record and long association with the Council, has a very special claim." Dame Barrie was defeated on a Division by seven votes

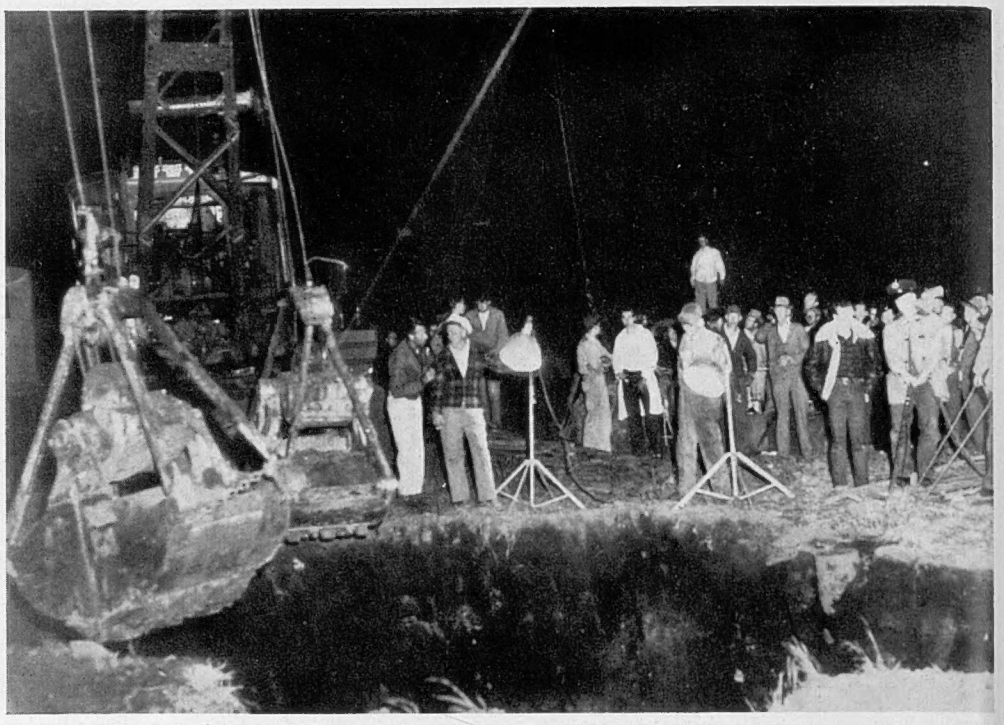
THE SIX LABOUR ALDERMEN WHO WERE APPOINTED TO FILL SIX OF THE ELEVEN ALDERMANIC VACANCIES: Left to right—Dr. L. F. Browne, who was narrowly defeated in the L.C.C. elections in Kensington North; Mr. W. G. Fiske, who was narrowly defeated in Hammersmith South; Mrs. L'Estrange Malone, who was defeated in the Clapham Division of Wandsworth; Mr. R. Coppock, beaten in the key constituency of Fulham East; Mrs. H. C. Bentwich, who fell before Sir Percy Harris in Bethnal Green; and Miss Vera Dart, another casualty from Hammersmith South, scene of the recent Labour success in the Parliamentary by-election. Each of the new Labour Aldermen received 66 votes, and the same number of votes was cast for the five new Conservative Aldermen, which meant that certain Labour support was intentionally directed to the Conservatives in order to secure this result. Mrs. H. C. Bentwich and Mrs. Malone are known for their years of hard work on the London County Council. Mr. Henry Brooke claimed that all the Aldermanic vacancies should have gone to the Conservatives

TRAGEDY at SAN MARINO

The Dramatic Attempt to Rescue Kathy Fiscus



A DIAGRAM OF THE RESCUE OPERATIONS IN THE ATTEMPT TO RESCUE KATHY FISCUS: 1. Workmen in the water well which was sunk beside the dry well into which the child fell, cut two holes and insert pins at a point below where the child was believed to be trapped (2). 3. The first shaft, which had to be abandoned at 57-ft. level, owing to caving in. 4. Men are lowered down the new shaft with special harness to remove the child's body



THE TOP OF THE FIRST SHAFT, WHICH WAS ABANDONED AT 57 FEET: The rescue party worked feverishly with heavy digging equipment, while a crowd of 25,000 onlookers gathered at the well-head. Operations went on for 52 hours before the dead body of the child was found

David H. Fiscus, father of Kathy Fiscus, had just returned from a journey to Sacramento, State capital of California, when he learned that his daughter had fallen down the well-shaft. His journey had been made to seek State legislation to render the abandoned shafts safe by cementing them. The first faint cries of the child were heard at 6.30 p.m. on April 8. It was not until 52 hours later that hope was abandoned when the body of the three-year-old girl was found. She had been playing only 200 yards from her home in the Los Angeles suburb of San Marino. The rescue attempt was begun immediately, and circus thin men, jockeys, midgets and children volunteered to be lowered down the 14½-inch diameter shaft. Their gallant offers were refused, as it was thought that they, too, might become wedged and deprive the child of air. A rescue pit was at once begun, and a rescuer actually glimpsed the child's dress, but the attempt had to be abandoned when the soft sandstone walls began to subside. Twenty-four hours later, a narrow shaft had been bored to a depth of 80 ft., and an hour later it had reached the level where Kathy Fiscus was thought to be wedged. The engineers sank the shaft a further 15 ft. before cutting horizontally towards the old well shaft. Dr. Robert McCullock brought the little girl's body to the surface; and the great crowd, which had gathered was told that she was dead, and was asked to leave the tragic scene of the accident quietly

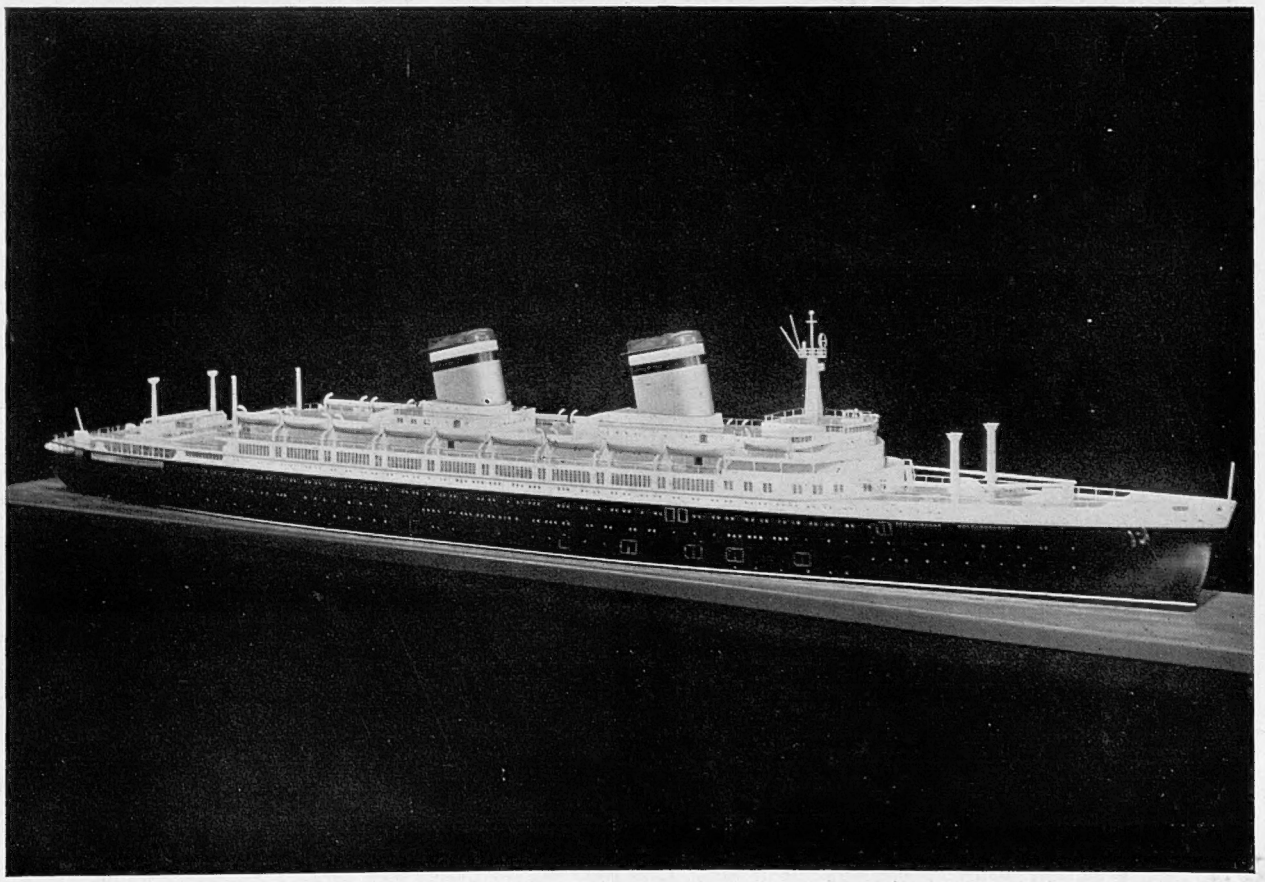
THE LAST SECTIONS OF THE EMERGENCY SHAFT GO DOWN: A miner is being lowered in a tube to guide the last five lengths of steel tubing into place. The emergency shaft, 2 ft. in diameter, was bored with a well-driller

MINERS BEING LOWERED INTO THE FIRST SHAFT: They managed to break into the shaft at a point above where the child was wedged, but caving in of the soft sandstone sides of the rescue pit forced them to abandon the attempt, and another shaft was bored with a well-driller. The volunteer rescue force consisted of seventy-five men, but their efforts were in vain

AMERICA TO RIVAL THE "QUEENS"

The Plan to Build a Giant Atlantic Liner

A RIVAL TO THE "QUEENS"—THE MODEL FOR THE NEW 48,000-TON SUPER-LINER, THE LARGEST EVER PROJECTED IN AMERICAN SHIPYARDS, WHICH HAS BEEN IN THE PLANNING STAGE FOR THE PAST THREE YEARS AND AN OFFICIAL ORDER FOR WHICH HAS NOW BEEN GIVEN: Last week The United States Maritime Commission notified the Newport News Shipbuilding and Dry Dock Company of Virginia that they could proceed with construction. The Maritime Commission will pay 70,000,000 dollars for the work of construction, and they will then resell the liner to the United States Lines for 28,000,000 dollars, for the purpose of operation on the Atlantic route. America will thus have a liner which will be capable of carrying 2,000 passengers in time of peace or 12,000 troops in wartime. These capacities are practically equal to those of the *Queen Mary* and the *Queen Elizabeth*, although the British liners are both listed at over 80,000 tons gross. The Maritime Commission declare that lessons of design learned in wartime and the use of new lightweight metals will enable the American vessel to have a similar capacity and much less weight than the "Queens." The war features account for a very large part of the cost of the ship, and this accounts for the striking difference in the price paid to the Newport News concern by the Commission and the price which will be paid by the United States Lines



THE NEW STREAMLINED GIANT FOR THE NORTH ATLANTIC: A ship architect's model of the 48,000-ton liner which is to be built at Newport News, Virginia. She will be by far the biggest liner ever built in American yards. The biggest ship which has ever sailed in the American merchant marine was the "Leviathan," but she represented First World War booty, having been built in German yards. The new ship will be 980 ft. long and will be manned by a crew of 1,000

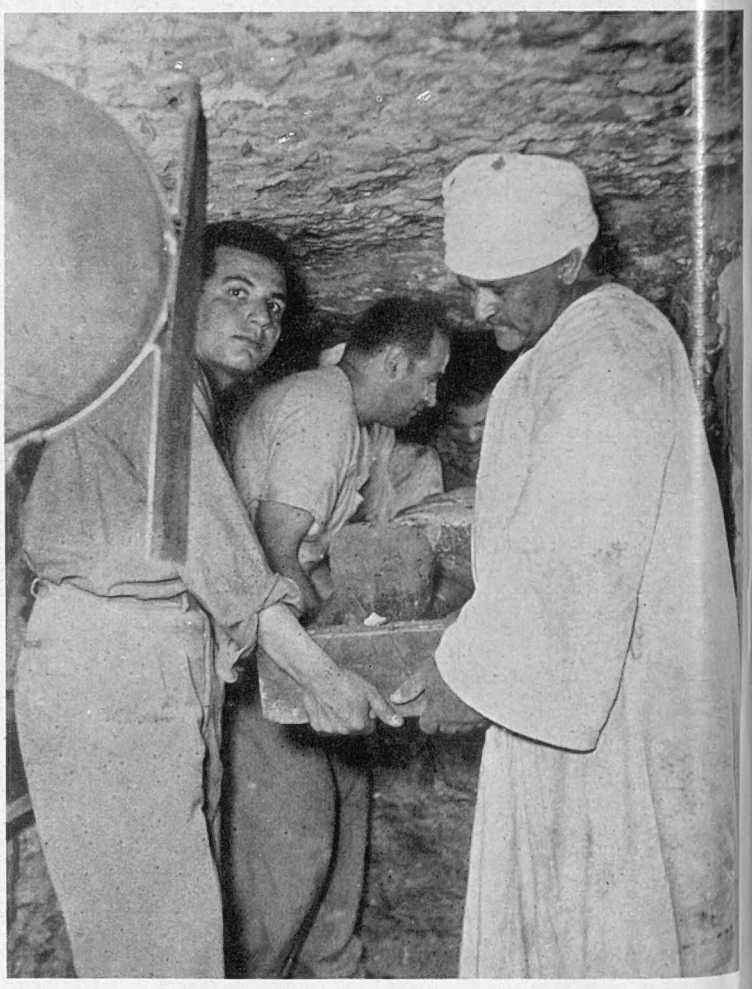
NEW FINDS IN EGYPT

University Students See Work on the Sakkara Site

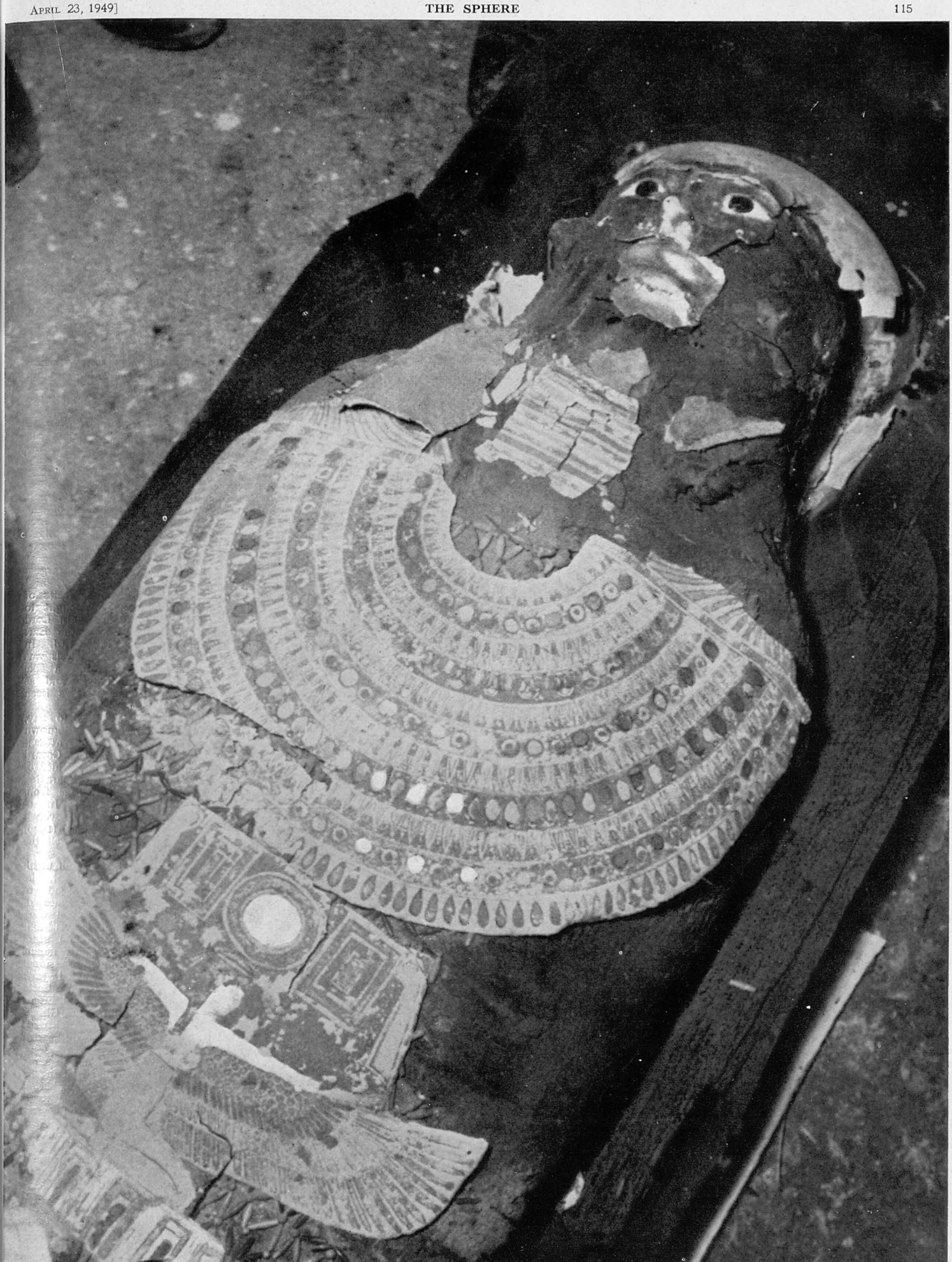
In the archæological wor all eyes are turned to-d on Sakkara, with its sepu chral monuments represen ing nearly every period Egyptian history. Sakka has a new importance; fo as a result of the finds mad by Mr. Walter Emery in th '30's it is now realised th it is the true burial-place the First Dynasty rulers, an that the so-called tombs Abydos, for all their magn ficence, are really only cen taphs. In 1946 came th discovery at Sakkara of tomb attributed to Quee Merneith, wife of Ze second King of the Fir Dynasty, and this wo further valuable evidence what Mr. Emery had ably established. Since th war the excavations at Sa kara have been proceedin apace, and while the later discoveries made by Egyptia archæologists relate to th Twenty-sixth Dynasty, be tween 663 and 525 B.C. whereas Mr. Emery

(Continued below

STUDYING THE TOMB OF KING SNOFRU, FIRST KING OF THE FOURTH DYNASTY AND FATHER OF KING CHEOPS, BUILDER OF THE GREAT PYRAMID OF GIZA: A student from the University of Cairo being conducted round the tomb by Professor Pierre Buchard. The tomb is part of the vast Necropolis of Sakkara, where intensive excavations are now being carried out, and some remarkable finds of the Twenty-sixth Dynasty have lately been made. At the same time Sakkara, which has seen so much of Egyptian history from the First Dynasty to the Thirtieth Dynasty, is forming a desert classroom, and hardly a day passes without students being brought out to the excavations to study history on the spot



IMPORTANT FINDS ON THE NECROPOLIS SITE AT SAKKARA: *Left*—**A mummy of the Twenty-sixth Dynasty being carried from the tomb where it was recently discover by Abd Essalam, a young Egyptian architect.** *Right*—**Abd Essalam, who is seen standing opposite the white-robed figure in the foreground, helping to bri out a mummy which he discovered in a rocky tomb near the celebrated step pyramid of Zoser.** The tomb, cut deep in the rock beneath the desert at Sakka was opened on March 29, and inside were found the wooden coffins of five ancient Egyptians. Hieroglyphics on one of the "ushepti" (regarded as the servants of the de revealed to Dr. Etienne Drioton, Director-General of the Egyptian Department of Antiquities, that one of the five deceased was a scribe named Kanufeir, who worked in t Temple of Ptah, an ancient god of Memphis. The discoveries relate to the period of the Twenty-sixth Dynasty (663-525 B.C.), At that time the Assyrians were engrossed their deadly contest with the Babylonians and Medes. It was then, too, that the Egyptian King Necho invaded Syria, defeating and slaying Josiah, King of Judah, at Megid



THE MUMMY OF AN EGYPTIAN WOMAN OF THE TWENTY-SIXTH DYNASTY: A close-up of one of the remarkable finds lately made by Abd Essalam, the young Egyptian architect, and his colleagues near the Temple of Zoser at Sakkara. It was not far from here that in 1946 Mr. Walter Emery brought to light the tomb of Queen Merneith, of the First Dynasty. Among the chest-ornaments discovered on the mummy depicted above was a small copper likeness of a hawk-like bird

(*Continued from preceding page*)

discoveries related to *circa* 3200 B.C., they are none the less of great interest and importance, particularly because the tomb remains are in such a fine state of preservation. Altogether five wooden coffins have been found by the Egyptian team. The discovery of the Twenty-sixth Dynasty remains was made near the celebrated step pyramid of Zoser, near which Mr. Emery brought to light the tomb of Queen Merneith.

Encouraged by these finds, it is hoped that the work at Sakkara will continue to go ahead steadily. The Egyptian archæologists on the site believe that they will wrest many more secrets from the Sakkara Necropolis, and, while they are at work, they are encouraging Cairo University students to come out to the diggings and see for themselves exactly what is being achieved. It is good to know that the whole question of excavating Sakkara is now being tackled methodically, and the ransacking activities of certain explorers earlier in the century are not being repeated.

Restoration work is also going on at Sakkara, and the Egyptian Government has nearly completed its work on the entrance to the tomb of King Zoser, probably the earliest stone building of importance in Egypt

POST-WAR "RAFFLES" and their EXOTIC TARGETS

The Trend of Modern Crime

By FERDINAND TUOHY

"ROBBERS of cathedrals who have been multiplying their raids recently, are advised to get in touch with the National Fine Arts Administration, which will indicate to them the real value of precious articles. Otherwise, they should be accompanied by an expert on their clandestine visits to the vestries.

"The Administration further recommends that robbers going after the few relics or treasures of real intrinsic value take along a pack of cards and torches which will last a long time. Otherwise, they will remain locked in all night in the dark, as electric eyes close armoured doors behind invaders of the special chambers."

When French people read the foregoing public plea printed on official paper, they thought it rather heavy humour. In fact, it has a serious purpose. The trouble is that thieves have been entering cathedrals and stealing precious articles that look like gold, planning to melt them down. When the thief discovers that he has really taken gilded copper, he tends to throw the loot away. So it comes about that historic relics are lost forever. Their true value, as historic relics, makes it impossible for the thieves to sell them in the open market.

Among the objects so stolen latterly are fourteen gowns in false gold cloth from Rheims and brass copies of Charles X diadems, later found in a brook. Also from Rheims Cathedral have gone replicas of the crowns of Napoleon and Charles X. So far, Notre Dame has lost only a gilt-copper Louis XVIII monstrance. Incidentally, this was stolen once before, seventy years ago, but then the thieves returned it.

Hardest hit have been Laon and Chartres.

Two golden crowns studded with precious stones disappeared from the basilica of Notre-Dame de Liesse. The treasures crowned the heads of the ancient miraculous statue of the Virgin and Child, which has been the object of veneration for centuries.

As for Chartres, gold and jewels of great value have been stolen from the crypt. From the statue of the "Virgin of the Crypt" the robbers removed an ancient twisted gold necklace studded with diamonds. A lily in solid gold mounted on ivory and a golden heart set with diamonds were also stolen. Among other gems taken were precious stones mounted in medallions which had for centuries lain at the foot of the statue.

The same kind of thing is happening on the other side of the world. In Bangkok thieves took a diamond from the forehead of the Sacred Emerald Buddha and put back a dummy which fell out and gave the show away. The stolen gem is of small value in itself, but is regarded as sacred and priceless in as much as the Emerald Buddha has been symbolic of Siamese kingship for over 500 years.

Skilled investigators have come to the conclusion that a new edition of "Raffles" is developing from the war aftermath. He may be stealing for himself, or for a gang. There is a theory that, on occasion, he may even be securing treasure to swell the funds of underground movements which badly need precious stones and metal, convertible into hard currencies. Whoever he is working for, the new "Raffles" is specialising in a more exotic field than his predecessors, and picking and choosing as if he had an intelligence system to guide him.

The belief is that his appetite was whetted by the enormous amount of treasure found in Germany after the war, by all the publicity given to it. Never before has so much treasure changed hands as in the past few years, and Germany is only one side of it, if the biggest. Treasure was fingered by members of the forces, who never would have laid eyes on such stuff in normal circumstances. Sometimes they took it with them across the sea. It so happens that this very month the American programme of retrieving and returning Nazi loot is closing down. Some of it had to be retrieved pretty far afield.

There was the case of "Little Willie's" silver which came into the hands of American troops, who took it to the United States. It was a wedding present of 500 pieces from the cities of Germany. Now the collection's Odyssey is o'er: it is back in Berlin, which bought it from the ex-Crown Prince in 1919.

Altogether, the Americans have retrieved £75,000,000 worth of works of art and other valuables and goods. But there have been big thefts from storage. The most serious was the vanishing of £250,000 worth of Dutch, Flemish and German Old Masters from Buebingen Castle, in Hesse. There was another big theft—of jewellery—from neighbouring Kronberg Castle, which I reported here.

The most notorious "disappearance" in our Zone was from Gluecksburg Castle, near the Danish border. The Grand Duchess of Mecklenburg is still crying after her jewels which, she says, were taken from her by British troops, to the tune of £35,000 worth. The lady has sought the help of most of Europe's remaining influential Royalty—in vain.

That the racket is not yet over in Germany is shown by a recent scandal in the Russian Sector of Berlin, where two Soviet colonels are said to have been shot following the disappearance of millions of marks' worth of currency gold and platinum as well as 12-lb. weight of gems. The Soviet trade agency, Rasno, had amassed the treasure by exporting goods from the Russian Zone against payment in dollars, Swiss francs, gold bars and diamonds.

No wonder the Belgian Government is being urged to take steps to obtain the guardianship of the famous "Treasure of the Golden Fleece," now held by Austria as a legacy of the Imperial House of Habsburg. It is the very thing to haunt the new-style, highly-specialising "Raffles," consisting of jewellery, swords, crucifixes, medieval ecclesiastical robes, and a collection of paintings, the whole valued at £17,000,000.

The fabled treasure was the property of the knightly Order of the Golden Fleece, founded by Philip the Good, Duke of Burgundy, in Bruges, in 1429. It was kept in Brussels until the French Revolution, when it was transferred to Vienna. Now it is much too near another revolution, think the Belgians. Italy has been the scene of robberies similar to those in French cathedrals, and the advisability of putting away some of the treasure on public view is being considered. Anti-God blasphemy is thought to have prompted one or two of the thefts. It is all one, anyhow: the relics are stolen.

Forthcoming trials in Italy may throw light on the disappearance of two other "treasures." The late King Victor Emmanuel died a very rich man, but he could not take all the riches of the House of Savoy to Egypt, nor send them abroad, and there have been some pretty "pickings," notably at Racconigi. Here, again, expert hands are said to have been at work.

The other trial is of former Finance Minister Pellegrini, who is charged with having handed over to Mussolini for his personal use a huge sum in gold coins and foreign notes from the Treasury. This is alleged to have happened in the spring of 1945, when Mussolini, faced with imminent disaster, was contemplating escape into Switzerland. In fact, when he was captured by the partisans and shot at Dongo, on Lake Como, he was found to be in possession of the treasure.

Ever since, this has been known as the "treasure of Dongo." It is passing into Italian legend. Whether Pellegrini will be able to conjure back any of it, is a wan hope indeed. Have not the Partisans concerned told a cock-and-bull story of how agents for King Umberto and Mr. Churchill had Mussolini's case destroyed, treasure and all, because it also contained documents compromising to the two afore-mentioned gentlemen?

Here in Britain nothing more exotic than Professor Blackett's Nobel Prize medal has so far been stolen—maybe his nuclear views weren't popular locally. But all the attributes of the specialising "Raffles" working on an intelligence system have been evident in a series of unsolved burglaries which may have brought a round £100,000 to their authors.

The gang fixes its attention on certain targets over a long period, then strikes, then "lays off" for, maybe, a whole year, enjoying the fruits of booty. The same polished hands are thought to have robbed the flats or country homes of Lord Bearsted, Miss Marjorie Cunliffe-Owen, the Earl of Normanton, and Messrs. Kuroputma, Ltd. In each case more than £20,000 worth of jewels was involved. The Duchess of Windsor lost a like quantity at Ednam Lodge, Sunningdale, and as this is the gang's "beat," she may have been a fifth victim.

Working on the same lines, that is to say, concentrating on and following up well-known people, "America's talkative Raffles" has at last come to grief. Actually a Canadian Adonis, Gerard Dennis, is spoken of as the biggest jewel thief of all time. He ranged the United States, separating fabulous diamonds, furs, and Oriental rugs from their prosperous owners. In all, £150,000 worth in three years. One year he didn't work (1948) because he had done so well the previous year.

Dennis was a lone wolf until, in a misguided moment, he commissioned a girl-friend to sell off some goods. She squealed. In a cache at Hollywood were £60,000 worth of jewels and furs, and a list of film stars whom Dennis apparently meant to honour with his professional presence. They included Jack Benny, Eddie Cantor, Bette Davis, Olivia de Havilland, Edgar Bergen, Dorothy Lamour, Ginger Rogers and Mary Pickford, Hollywood's most hard-headed business woman.

Over to Paris, and the same delicate touch is manifest in the theft of £15,000 worth of *lepidoptera* — butterflies and moths to you. This was generally regarded as one of the finest private collections in the world, and the thief is still selling specimens in this country and that, having exhausted French entomologists.

I close on a note of legality. Someone is going after the Inca Treasure, but it isn't a "Raffles." It is Unesco, which is putting up £12,500, the balance to be subscribed by five South American Republics. The expedition leaves this month, and will include scientists from Britain, France and the U.S. The treasure is known historically as "Peje Grande" ("Big Fish"), and is believed to have been hidden by the Incas from the Spanish Conquistadores in the sixteenth century.

Unesco has fallen for this tale: When Pizarro, leader of the Conquistadores, captured the last Inca chief, the natives collected enough gold as ransom to fill the room in which he was imprisoned. As Pizarro killed his prisoner, the Indians hid some of the treasure.

THE STRANGE CASE OF RICHARD H. CROWE: The forty-one-year-old assistant manager of the National City Bank branch at 195, Broadway, New York, being escorted by a Deputy U.S. Marshal and an F.B.I. agent from the Federal Building in Tampa, Florida, after he had been arraigned for the theft of 883,660 dollars in cash, negotiable bonds, and non-negotiable bonds. The loot represented the largest single haul in banking history in New York State. When Crowe was arrested at Daytona Beach, Florida, he had in his possession about 193,000 dollars in cash. He said that he had thrown the bonds into the Atlantic Ocean. Afterwards he admitted they were hidden at his home on Staten Island. Crowe made no attempt to find bail after his arrest, and voluntarily agreed to stand trial in New York. On being questioned he said he took the securities "just to make the bank officials angry"

CHAMPION HURDLER CHARGED WITH THEFT: J. C. Arifon in a Paris court, where he was indicted for taking wallets from the dressing-room of a Paris sports stadium

INCREASING THE RANGE AND USEFULNESS OF THE NAVAL BLIMP IN ANTI-SUBMARINE WARFARE: A blimp descending to the flight-deck of the United States escort carrier "Sicily" during recent naval exercises in the Caribbean in which it was demonstrated that the blimp's range and usefulness could be vastly increased. The blimp descended twice daily to take on fresh combat crews and to refuel. As the blimp descends members of the "Sicily's" crew dash out to hold the aircraft to the deck and to secure her. These unwieldy-looking machines are far from obsolete, particularly in these days when submarines can lurk beneath the surface for many hours with the aid of the newly-modified "Snort" breathing device. If the exercises aboard the "Sicily" are judged a complete success it is probable that several escort carriers of the United States Navy will be used to act as blimp-carriers

NEW LIFE FOR THE BLIMP

NOW A CARRIER-BASED WEAPON OF WAR

On left—HOLDING A NAVAL BLIMP DOWN WHILE LINES ARE SECURED TO THE DECK: A close-up of the aircraft on board the United States escort carrier "Sicily." This picture gives a clear idea of the very spacious nature of the blimp's cabin

DANGER ON THE ROCKS

The Hazards of Climbing in the North Country: Beachy Head's High-Speed, Wireless-Equipped Rescue Squad

EASTERTIDE BROUGHT THE CLIMBERS OUT ON LAKELAND HEIGHTS: Arthur Black, a Manchester bank clerk, climbing a rocky pinnacle on Windgather Rocks, near Macclesfield, Cheshire, an area very popular with week-end climbers. The North Country abounds in experienced climbers, such as Arthur Black, but at holiday-time a number of tyros try their luck among the mountains, and more often than not the call for search-parties goes out. Some North Country districts now have their own specially-drilled rescue teams. Most of Cheshire is low, gently undulating or flat, but the eastern part of the county includes the broad belt of high land which embraces the Peak District of Derbyshire. These hills rise sharply to the east of Macclesfield

EASTERTIDE ON WINDGATHER ROCKS: A young man assisting a girl climber up the next stretch of the tricky ascent in the vicinity of Macclesfield. Some of the hills in this part of Cheshire rise to 1,800 ft., offering first-rate climbing

EASTBOURNE REHEARSAL: Two members of the police force, both equipped with "walkie-talkie" apparatus, making for Beachy Head after the alarm had been sounded. They are specially equipped to negotiate the 550-ft. descent at high speed to deal with accidents

THE RESCUERS OF BEACHY HEAD: While the cable is paid out, letting the rescuer down the cliff-face, the police on the cliff-top keep in wireless touch with their colleague, who thus directs each moment of his descent

DESCENT TO THE SEA AND RETURN TO THE SUMMIT OF BEACHY HEAD: *Left*—Sergeant Humphrey, of the Eastbourne Police, and a Press photographer being lowered down the cliff-face on the cable, which is being paid-out under the sergeant's direction over the "walkie-talkie" apparatus. *Right*—Sergeant Humphrey ascending the cliff with the "body" of a victim. The sergeant wears a steel helmet in order to protect his head from falling rock. For many years the Eastbourne police have risked their lives doing rescue work on Beachy Head, and their elaborate rescue organisation, has now been markedly improved with the aid of field wireless equipment of the simple pattern used by British infantry units on platoon level during the war. The cable used in the rescue operations is 720 ft. in length

GOOD-BYE TO FALUJA: Members of an Arab family in a truck with their few pitiful belongings as they left the town of Faluja, lying within the area won from the Arabs by the Israelite Army. The Arab families, which were given an opportunity of remaining in Faluja or of going to an Arab-held part of Palestine, elected to go to Hebron, and their evacuation was carried out under the Armistice of Rhodes. In the foreground of this picture Israeli officers are seen with a United Nations observer

ARABS QUIT FALUJA

A Mass Transfer of Population after the Armistice of Rhodes

To-day there are just under 1,000,000 Arab refugees within the borders of Palestine, and 26,000 of them are in pitiful plight at the Jericho Refugee Camp, described as a "Near Eastern Belsen." The pictures on this page relate to the Arabs of Faluja, who, following the Rhodes Armistice, have elected to live in the Arab-held part of Palestine. The pictures show the transfer from Faluja to Hebron. For a while the Arabs will be largely dependent on Red Cross relief, and they present a problem which can only be solved by some entirely new and separate relief action which has as its basis realistic plans for permanent resettlement. The evacuation of Faluja is but one of a thousand refugee problems resulting from the Arab-Jewish conflict.

THE CONVOY LOADS UP: Arabs of Faluja with their bedding and their possessions as they prepared for the journey to Hebron. When a large Egyptian force was surrounded at Faluja these Arabs endured with them the hardships of the winter siege. Since the Armistice of Rhodes the Arabs have been fed by the Red Cross. They have also been provided with cotton underclothing or outer garments. They receive flour, rice and mutton from the food-distribution teams at an average of 1,800 to 2,000 calories a day

AN ARAB FAMILY PREPARES TO LEAVE HOME: They are seen on the point of departure from Faluja for Hebron under the terms of the Rhodes Armistice. The Israeli Government provided motor transport for the journey to the Transjordan lines

ON THE ISRAELI AND TRANSJORDAN LINES: This was the scene at a point on the road as an Arab convoy waited to pick up the Arabs evacuated from Faluja with Israeli transport

1. THE RE-MARRIAGE OF EX-EMPRESS FAWZIA OF IRAN: The former wife of the Shah seen with Ismail Sherine Bey, in Cairo

2. ROYAL VISITORS TO EGYPT'S MINIATURE WORLD'S FAIR: Princess Fawzia, former Empress of Iran, and her sister, Princess Faiza, touring the Exhibition in Cairo

3. A MIGHTY CRACK IN THE WHITE HOUSE: Mr. Isaac Avery, the carpenter to the White House, pointing to a large fault in the West Hall

1 and 2. NEWS OUT OF EGYPT: Following the divorce of King Farouk and the divorce of the Shah of Iran, members of the Egyptian Royal Family were not seen widely in public for some weeks. The ex-Empress of Iran, who is the twenty-seven-year-old sister of King Farouk, has now re-married. The bridegroom, Ismail Sherine Bey, a member of one of Egypt's leading families and a close friend of King Farouk, is aged thirty-four. King Farouk was present at the wedding ceremony. The ex-Empress is seen in one of the above pictures with her sister, Princess Faiza, during an official visit to the Sixteenth Agricultural and Industrial Exhibition, which has been sponsored by the Royal Agricultural Society of Egypt under the auspices of the Egyptian Government. The exhibition, a kind of World's Fair in miniature, is a display demonstrating the latest improvements in agriculture, industry, science, social welfare and education.

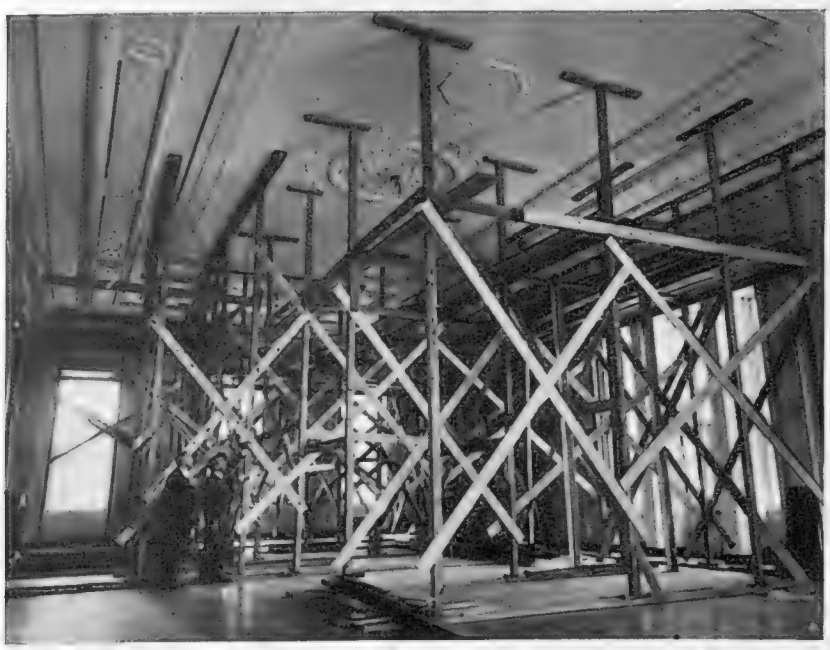
3 and 4. THE PARLOUS CONDITION OF THE WHITE HOUSE: A detailed examination of America's executive mansion, which has been possible only since the President and his family moved to neighbouring Blair House, Washington, has revealed that it is in an even more precarious state than the architect to the fabric thought. Mr. Lorenzo S. Winslow, the architect, declares that it will take eighteen months and will cost 7,000,000 dollars to carry out the necessary rebuilding. The whole interior of the White House will have to be removed—leaving only the outside walls—and a new interior will be built. It is not understood how the building has not collapsed before. The interior walls, which have been progressively carrying more and more of the load, have no foundations and rest on soft clay, and the architect declares that the ceiling of the East Room, which was braced as an emergency measure when Mr. Truman noticed some months ago that the chandeliers were shaking, would have fallen within a few hours if nothing had been done. The necessary repairs would probably cost twice as much as a new building, but the cost is unlikely to be considered in the case of one of the country's most important national monuments. The foundation-stone of the White House was laid by George Washington, and the building was first occupied by John Adams in 1800. The building is in English freestone in the Renaissance style.

FROM WASHINGTON TO TOKYO

A Pictorial Survey of World Affairs

5. WIDER POWERS FOR BERLIN: At Mr. Bevin's suggestion, and because the Foreign Minister is desirous that another Cabinet Minister shall be familiar with the problems of Germany, Mr. Morrison, Lord President of the Council, flew to Berlin in the second week in April. On

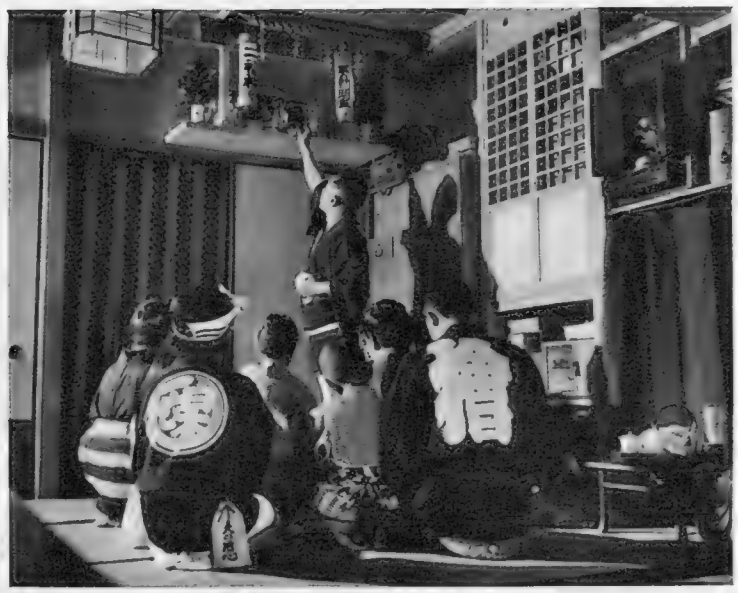
A SHORT-LIVED MILITARY REVOLT IN COSTA RICA: The rebel leader, Lieut.-Colonel Edgar Cardona, Minister of War, seen at his desk before being taken prisoner by the Presidential forces in the Artillery Barracks at San José, where he had established his headquarters. He had planned to overthrow the President and assume a dictatorship



4. SHORING UP THE EAST ROOM: Mr. Barber, structural engineer, and Mr. Winslow, the architect, examining a ceiling which on one day alone sagged 6 ins.

5. MR. HERBERT MORRISON IN BERLIN: The Lord President of the Council with the Chief Burgomaster (second from right), and members of the Magistrat

6. **BRITAIN'S ALL-OUT BID FOR SOUTH AFRICAN BUSINESS : British cars lining the quay at Port Elizabeth, the last to be landed in the Union free of Import Control**



7. **A SPRING FESTIVAL IN TOKYO : A family gathers before the household altar to make offerings. The head of the family is lighting incense**

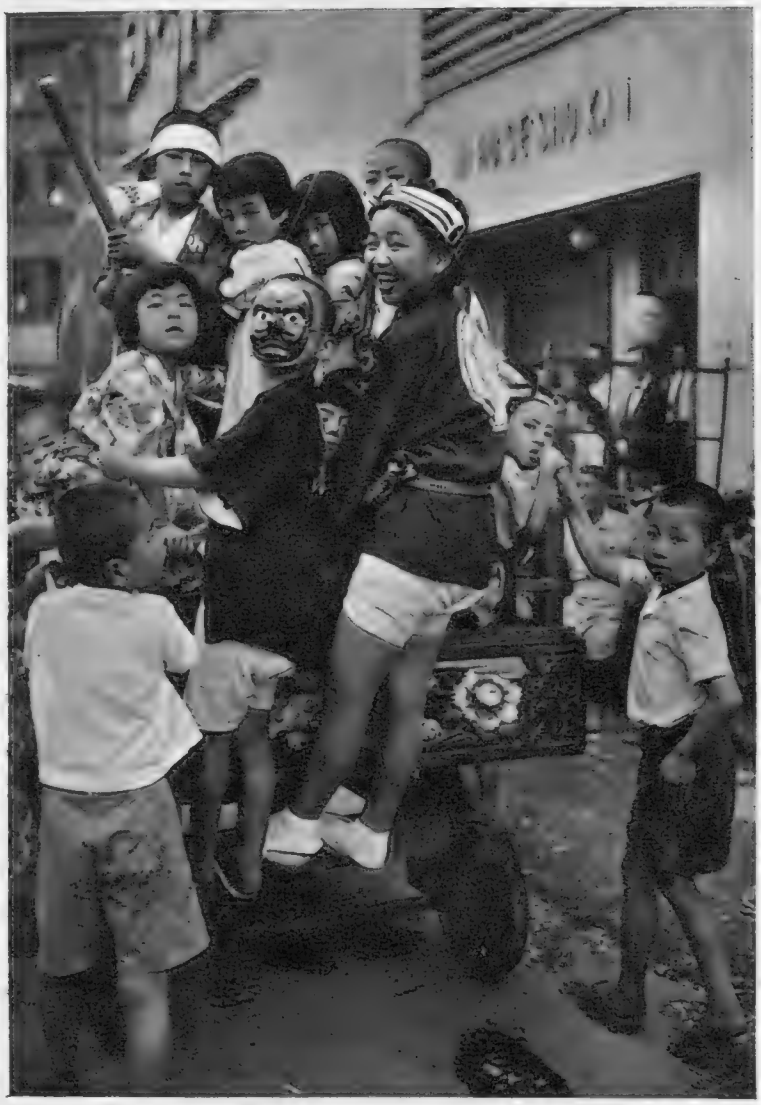
being received by the Magistrat, Mr. Morrison told members that plans are being prepared for handing over wide powers to the Berlin Administration, reserving to the Western Allies only such minimum power of intervention as is essential to safeguard their position in the city. Mr. Morrison's tour, which included an inspection of the air-lift, began most dramatically. Because of the bad weather the York aircraft in which the Lord President set off from Northolt to Gatow was diverted to Frankfurt, where he and his party transferred to a C-54 Skymaster of the United States Air Force. At 5,000 ft. the Skymaster met a wind of more than 100 m.p.h., and on the ground the wind speed was at times 76 m.p.h., with great clouds of dust periodically billowing across the Gatow airport. Mr. Morrison landed without mishap. In the course of his tour the Lord President paid a great tribute to General Sir Brian Robertson, the British Military Governor, and two days later Mr. Bevin followed suit, congratulating Sir Brian on his "pioneer work in reconstructing war-torn Germany."

6. SOUTH AFRICA DEALS DRASTICALLY WITH HER ADVERSE TRADE BALANCE : The Union had an adverse balance last year, excluding gold, of £216,000,000. To counteract this, import restrictions have been placed on a large number of luxury goods and also on goods which are made in quantities in South Africa. Cars come on the prohibited list, and Britain, eager to get everything possible out of her export drive, landed large numbers at Port Elizabeth before the restrictions came into force. Cosmetics and other beauty preparations, brandy, cigars, pictures, and gin are among the prohibited articles. Mr. Havenga, South Africa's Finance Minister, recently rebuked those who declared that South Africa was heading for bankruptcy.

7 and 8. TOKYO MAKES MERRY : The Japanese, from the highest to the lowest, have a genuine passion for flowers, and at the Spring Festivals now in progress in town and countryside, these take a prominent part in the celebrations. April 21 is the Spring Festival, and April 3 marks the anniversary of the death of the first Mikado. It is the latter anniversary, it would appear, that was in course of celebration when these pictures were taken. There is a festival of some kind for nearly every day of the year in Tokyo, but April 3 and April 21 are of special importance as they are celebrated on a national scale. On these occasions dances are performed in the streets by fantastically-clad young men and women, and usually there is a big drum on every decorated float, so that the evil spirits may be beaten away. On June 5 and 6, Tokyo holds its annual kite-flying contests, huge crowds going out to Hoshibana-Mura, in the suburbs, to witness the display. The domestic aspect of the festivals is never neglected, the whole family forgathering before the altar. Picture No. 7 shows the traditional rope of rice straw in place above the altar. This rope is a symbol of spring freshness.

UTRILLO DISCLAIMS PICTURES BEARING HIS SIGNATURE : A police inspector, Pierre Poullies, examining several paintings which have been signed with the name "Utrillo," but which the artist claims are not his. These forgeries, believed to be on a large scale, were discovered by a Paris art dealer while the pictures were in his collection

9 and 10. PASSION FRIDAY IN ROME : Cardinal Clemente Micara, whose name has again come forward for nomination as Papal Secretary of State, led many hundreds of pilgrims in a recent march from St. Bonaventura, on the Palatine Hill, to the Coliseum, where the Cardinal and his followers made their devotions at each of the fourteen Stations of the Cross. Each station was marked by a picture representing one of the incidents in the suffering and passion of Christ. Since the death of Cardinal Maglione in 1944, there has been no Papal Secretary of State, Pope Pius fulfilling the task with an assistant.



8. **YOUTH DISPORTS IN THE STREETS OF TOKYO : A festival car seen passing through the Konda suburb on a recent national public holiday**

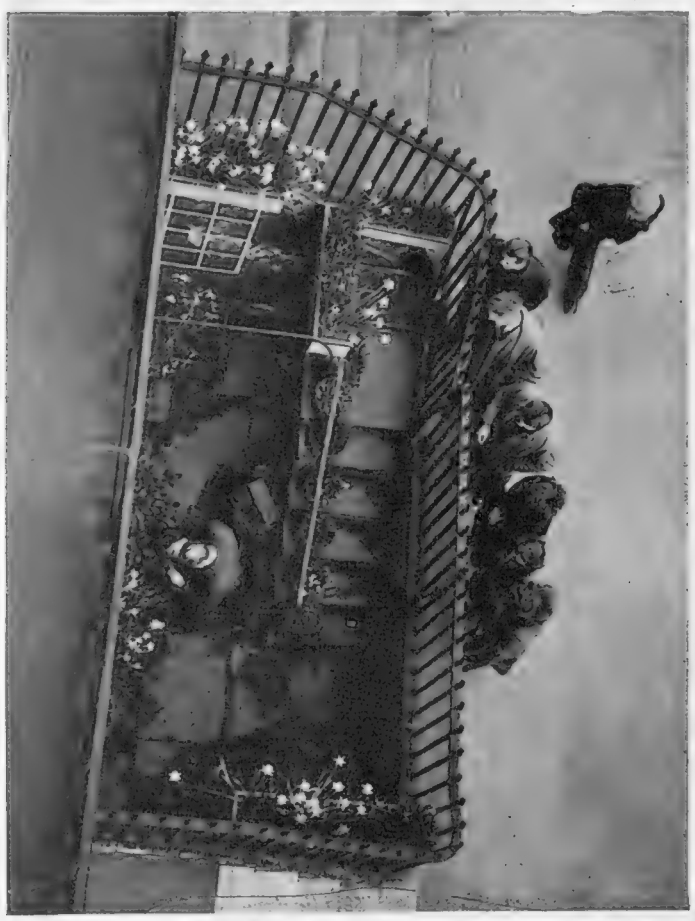
9. **PASSION FRIDAY IN ROME : Cardinal Micara, flanked by hooded members of the Society of St. Peter, moving from the Coliseum after making the Stations of the Cross**

10. **WHERE THEY MADE THE STATIONS OF THE CROSS : The annual Passion Friday ceremony at the Coliseum in Rome. Crowds of pilgrims attended**

THE REDECORATION OF YORK HOUSE, ST. JAMES'S PALACE, HOME OF THE DUKE AND DUCHESS OF GLOUCESTER : Scaffolding has gone up and the house is now having its first exterior coat of paint for over ten years, and rooms which were occupied by a caretaker while the Duke was Governor-General of Australia, are to be redecorated. St. James's Palace came into Royal possession in 1532, when Henry VIII acquired the site of the Hospital for Lepers. From 1697, when Whitehall was burned down, St. James's Palace was the London residence of the Sovereigns until about 1761, when King George III bought Buckingham House and made it into his home

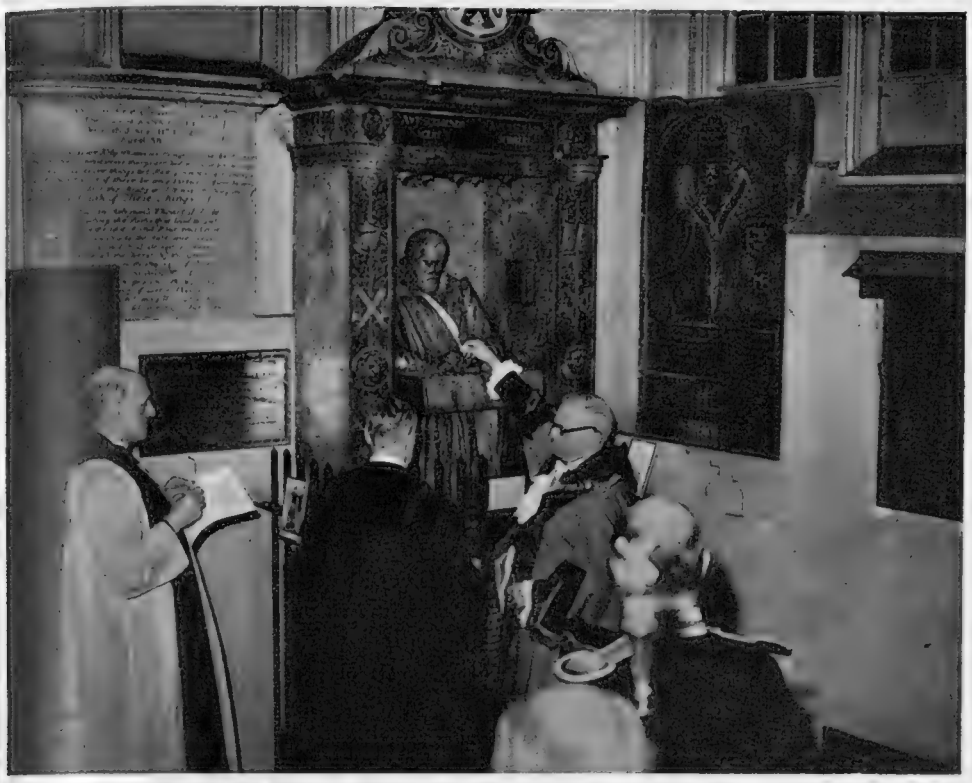
LONDON PAST AND PRESENT

Spring Clean for St. James's Palace
Spring Flowers in the Blackfriars Road
The Last of 33, Mark Lane



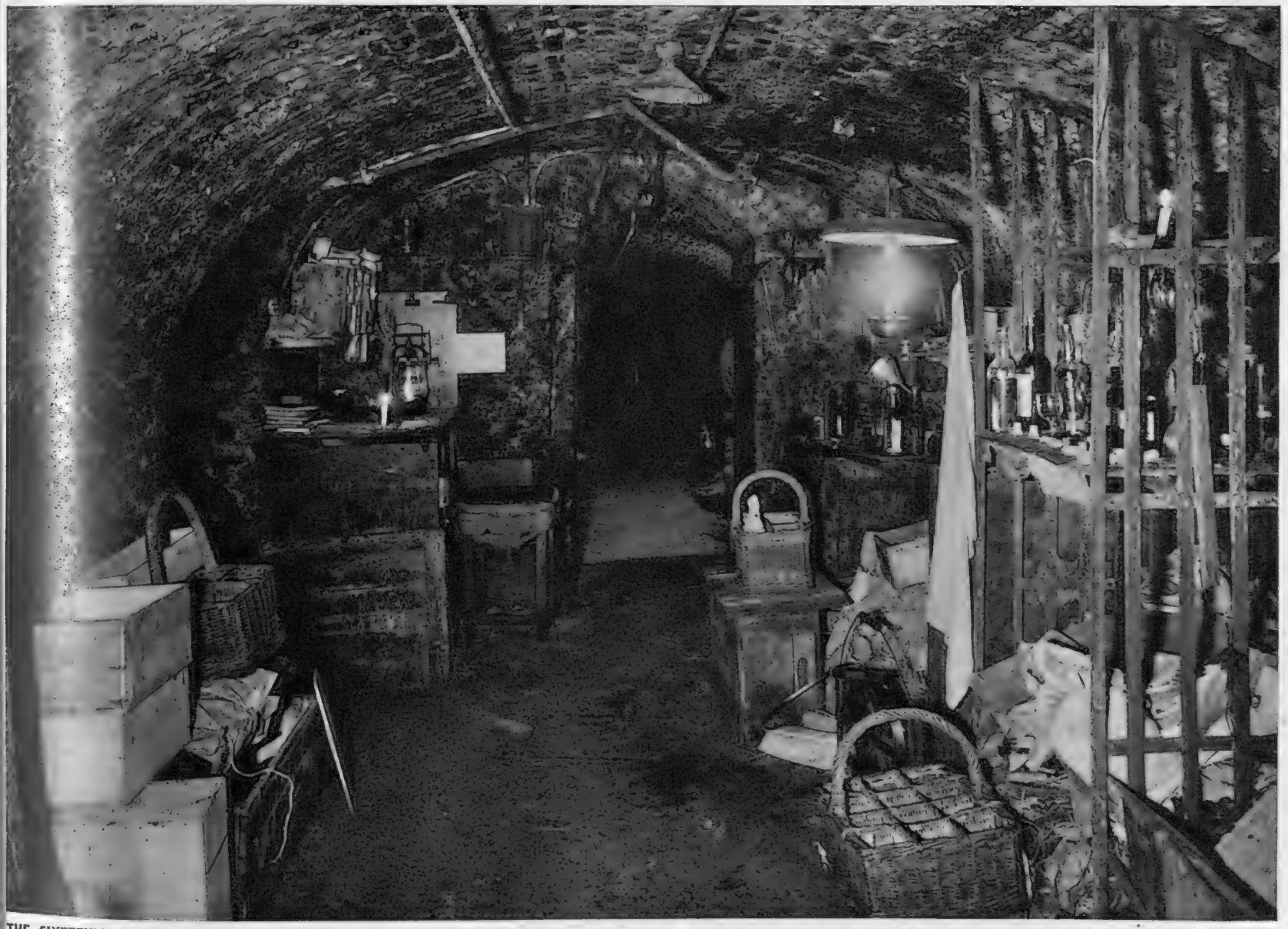
"WHEN APRIL TOSSES BOUNTY IN THE OLD BLACKFRIARS ROAD" : In this area in grimy Blackfriars Road, London, Charlie McClean, a Post Office worker, has a colourful display of spring blossoms which he is seen tending, watched by an admiring audience from the pavement above. Mr. McClean's prowess as a gardener has earned him honorary membership of the London Gardens Society as well as the admiration of nearly every passer-by. Mr. McClean says it cost him the equivalent of nearly 110 pints of beer to plant his spring show. London's window-box gardeners have received royal encouragement since the war, and on more than one occasion the Queen has inspected gardens in the East End

TREE-TOPPING IN THE KING'S ROAD, CHELSEA : Men at work cutting down the higher branches of the trees at the junction of Manresa Road, an action which has apparently angered many Chelsea residents. King's Road, to-day the main artery of Chelsea life, was for over 100 years the King's private road, restricted entirely to his use. In the far distance on the left the ancient graveyard is now being converted into a new public garden



A NEW QUILL PEN IS PLACED IN THE HAND OF JOHN STOW, THE ANTIQUARY AND HISTORIAN, WHO WROTE THE HISTORY OF LONDON: The Lord Mayor of London, Sir George Aylwen, is seen before the memorial to Stow in the church of St. Andrew Undershaft, Leadenhall Street. On the left stands the Bishop of Kensington. For more than 300 years the Lord Mayors of London have conducted this ceremony annually. The old quill is now presented for the best essay received from London and Middlesex Schools. This year's winner was fifteen-year-old Audrey Gittins, of Uxbridge, and her school, Bishopsholt, has received the pen to add to its museum. Audrey herself received the two volumes of Stow's "Survey of London and Westminster." The church of St. Andrew Undershaft takes its name from the maypole, or shaft, which was once set up before its south door every May Day

A RELIC OF SIXTEENTH-CENTURY LONDON: This old water-tank bearing the date 1677, decorated with cherubs and bunches of grapes, is in the basement of No. 33, Mark Lane, in the heart of the City. No. 33, an old mansion belonging to the Neville and Haddon families, was destroyed in the blitz in 1941



THE SIXTEENTH-CENTURY CELLARS OF MARK LANE WHICH ARE TO BE DEMOLISHED: They lie beneath No. 33, the fine old mansion which was destroyed in the blitz of 1941. According to local tradition, No. 33 was once the residence of the Spanish Ambassador in London. It contained a beautiful staircase with finely-turned banisters, and the wood carvings at the entrance were widely admired. Some of the carving was the work of Grinling Gibbons

The coming demolition of the cellars beneath No. 33, Mark Lane, opposite the Corn Exchange, will end the story of a building which was owned at one time by the Earls of Leicester and to which Queen Elizabeth is said to have repaired for a great feast in her honour. There was stabling within the gateway of the house, and Walter Thornbury, in his *Old and New London*, describes it as having been the residence of a great city grandee, a possible reference to the fact that the Spanish Ambassador was among those who lived at No. 33. Up to 1941, when the house was destroyed in the blitz, it was still possible to see the remains of the harness-room at No. 33. The cellars, which are now to be demolished, were used as servants' quarters in the sixteenth century. The house commanded a fine view of Tower Hill, and from there it is said "executions could be viewed in comfort"

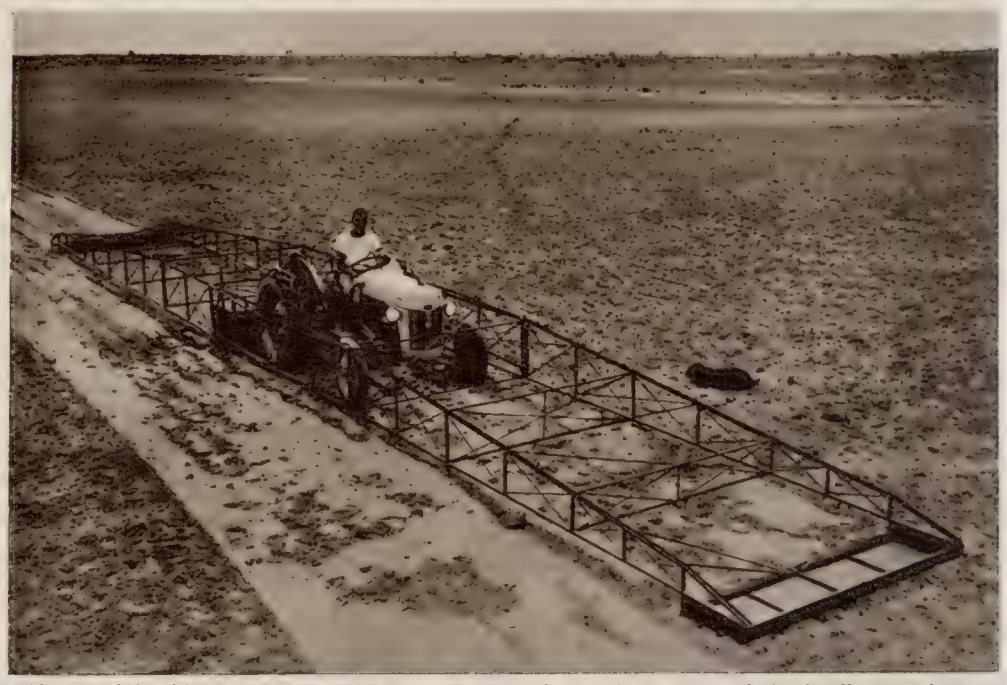
AGRICULTURAL MACHINERY

Portable Charcoal Kilns; A Lightweight Leveller; and an Electrified Cattle Fence

CHARCOAL KILNS IN THE WOODS AT HARTING: The old charcoal-burner with his smouldering piles is becoming a thing of the past in the woods round Arundel, in Sussex. Great, portable, metal kilns, such as those in the picture above, are being used to produce the charcoal on a commercial scale for use in various industries

CHARCOAL FOR NYLONS: Filling a portable kiln with logs at Harting, on the Sussex Downs. The portable, metal kilns have replaced the old brick type. They hold about 3½ tons of wood and produce just over half a ton of charcoal. Sixty per cent. of the output of charcoal from the Harting kilns goes to factories making Nylon products, and the demand is increasing. The greater part of the remainder is used in the process of hardening steel or goes for export

CONTROLLED GRAZING BY AN ELECTRIFIED FENCE: Cattle can be simply confined to any desired section of a field by the portable electric fence, which was demonstrated at Hitchin



A LIGHTWEIGHT LAND-LEVELLER FROM THE UNITED STATES: The success of the leveller can be seen in the track behind and beside the machine. The lightweight land-leveller, which is soon to go into production, has been designed by Henry Winters, thirty-seven-year-old rancher of Littlerock, California, U.S.A. High cost of hiring heavy equipment prompted the design, and Winters has used the leveller with success on his 185-acre farm. 60 ft. long and 7 ft. wide, it is attached to a small tractor by a 3-point coupling. The frame, which weighs about 1,200 lb., is in two sections. The levelling is done by the skids, front and back, and a blade in the centre. The forward skid rides over irregularities in the ground surface, the blade bites into them and pushes the earth into depressions, while the rear skid packs the ground and covers up the tractor's wheel marks. The leveller can be raised off the ground by a hydraulic lift attachment to clear obstacles or irrigation dykes. It will be manufactured by the Hydraulic Tool and Equipment Company. The tractor can be detached, and the cost of the leveller is about £170, although mass production would reduce this amount considerably

A DEMONSTRATION OF THE NEW CONTROLLED GRAZING EQUIPMENT: *On left*—**Electric wiring being run out to the "Portapylons."** *On right*—**A simplified pig-sty created by an electrified fence.** The shortage of feeding-stuffs has aroused interest among farmers in the possibilities of controlled grazing, a method which allows livestock to consume no more than their precise requirements each day, by using the smallest possible area of ground. The demonstration, which was held at Poynders End Farm at Preston, near Hitchin, was designed to show the possibilities of a system of electrified fencing. The equipment is cheap and highly portable, the "Portapylons" weighing less than 6½ lb. Wire can be run out quickly by use of a drum; the current is supplied from batteries and can be easily controlled by a simple timing gear

BEHIND THE SCENES AT THE SHAKESPEARE MEMORIAL THEATRE : Mr. Jack Wilson (left) and members of his staff preparing stage properties for the 1949 Festival productions at Stratford-on-Avon. The season began last week with John Gielgud's *Much Ado About Nothing*, and to-night is scheduled for the production of Michael Benthall's *A Midsummer Night's Dream*. This year Mr. Wilson's staff have made many hundreds of flowers for "The Dream," and have devised some very elaborate head-dresses for *Much Ado About Nothing*. The Stratford workshops and wardrobes are of the best, but every year much new material has to be fashioned

Shakespeare Died 333 Years Ago To-day

MUCH ADO AT STRATFORD

How the Festival Theatre is Honouring the Poet in 1949

Three hundred and thirty-three years ago to-day William Shakespeare, recognised in London as the leading dramatist of his age, died at New Place, Stratford-on-Avon. Some say that on the same day, April 23, in 1564, Shakespeare was born at Stratford, and at any rate it is now accepted as the day of his birth and the day of his death and the day on which the pilgrims who flock to Stratford shall do special honour to his memory. It is also the day of the Birthday Play.

Of the first three Festival plays to be presented this year, the first is Anthony Quayle's production of *Macbeth*, which had its first night on April 16. This was followed on April 19 by John Gielgud's production of *Much Ado About Nothing*, and to-night visitors to Stratford will see Michael Benthall's *A Midsummer Night's Dream*. Of the three, special interest attaches to "The Dream." Many will remember how in 1946 Tyrone Guthrie and Michael Benthall surprised the theatrical world by presenting ballet dancer Robert Helpmann as the gloomy Dane in *Hamlet*. Exactly what Mr. Benthall has in store for us to-night is anybody's guess, but this clever producer, now in his third year at Stratford, is known to have been planning lavishly for the birthday play with rich Veronese backgrounds and Renaissance Greek costumes

A COSTUME FOR DIANA WYNYARD AS HELENA : This has been designed by James Bailey for *A Midsummer Night's Dream*, the birthday play at Stratford. Michael Benthall, now in his third year at Stratford, is producing "The Dream," which will be a very lavish affair with rich Veronese backgrounds and Renaissance Greek costumes for the mortals

A COSTUME FOR OBERON, PLAYED BY WILLIAM SQUIRE : This romantic dress has been designed by James Bailey with a motif of acanthus leaves in rich wood greens and black. It was James Bailey who created a surprise at Stratford last year with his designs for *Hamlet* in a mid-Victorian setting. Before that he had made good his early promise with designs for *Rigoletto*

THE WARDROBE DEPARTMENT AT THE STRATFORD FESTIVAL THEATRE : A staff of twelve girls is constantly engaged for about three months in making costumes for the Festival. At the same time a male staff of about the same number makes all the costumes needed for the actors taking part

PREPARING THE STAGE PROPERTIES FOR THE 1949 FESTIVAL : *Left*—**Mr. Ted Blatch at work on a boar's head in the scenic workshops.** *Right*—**Under the supervision of Fred Jenkins, the master carpenter, who is seen in the centre, men are working on part of the set for the church scene in "Much Ado About Nothing," which had its first night on April 19. With three shows opening at the Memorial Theatre in quick succession, the staff has been hard pressed, and as different designers are often at work on different plays the wardrobe staff and the properties staff have perforce to serve several masters at the same time**

A GREAT ENGLISH MANSION IS OPENED TO THE PUBLIC: The main façade of Audley End, near Saffron Walden, which was opened on Easter Monday and will be opened on Thursdays, Saturdays and Mondays until the middle of October. Audley End was purchased from Lord Braybrooke by the Ministry of Works in 1948

THE SALON AT AUDLEY END: An interior view of the house which is now preserved as an ancient monument. Samuel Pepys, who visited the house on two occasions, once in 1660 and once in 1667, criticised the ceilings, stair-cases and pictures, but evidently enjoyed himself. He recorded that he visited the cellar, "where we drank most admirable drink. Here I played on my flageolette, there being a most excellent echo"

The Great House at AUDLEY END

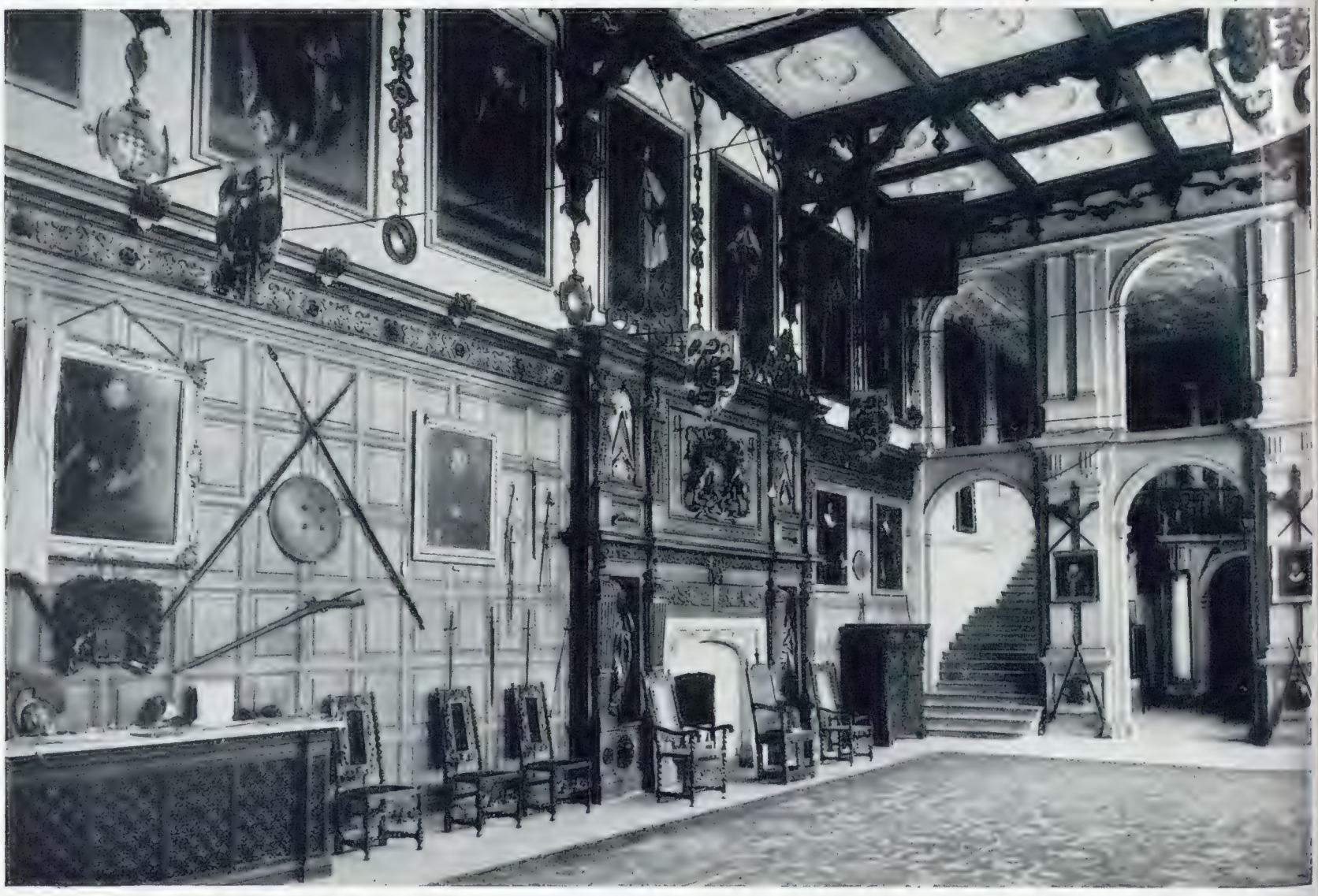
The Celebrated Mansion which was Opened to the Public at Easter

Audley End, a relic of the days when domestic building was on a scale of vast magnificence, is to-day but a fragment of the great house built in the seventeenth century and covering almost five acres. It is a truly remarkable fragment, however, and when the news became known last summer that Audley End had passed into the hands of the nation for preservation as an ancient monument, it was welcome indeed.

The house takes its name from Sir Thomas Audley, afterwards Baron Audley, Speaker of the House of Commons and Lord Chancellor in the first half of the sixteenth century. Audley, an able and unscrupulous opportunist, married a sister of Lady Jane Grey. The great house was built by Audley's grandson, Thomas Howard, Earl of Suffolk, and it is widely thought that the architect was John Thorpe, that man of mystery who left such scant evidence regarding his professional work. Thorpe, who probably had a share in the design of Holland House, remained faithful to the tradition of the English gabled house, strictly planned and sober in detail. He never indulged in the extravagances to which some of the Elizabethan builders were led by copying German models. He represents, indeed, the transition between the Medieval builder-designers and the academic architects of the seventeenth century.

Audley End was begun in 1603 and must have been in an advanced state by 1610, for James I is known to have stayed there. His somewhat acid comment on visiting the place was that Audley End was too large for a King, but might do for a Lord Treasurer—a post which the Earl of Suffolk then held. The comment was not without prescience, for it was in 1618 that the Earl's vast defalcations came to light, and proceedings were set in motion for his trial before the Star Chamber. In 1669 Charles II. agreed to buy Audley End for £50,000, but the King, as was sometimes his wont, did not pay in full and the Royal connection with the house was not continued.

In 1721 Sir John Vanbrugh was called in to Audley End, and it was on his advice that the three sides of the great quadrangle were demolished. At the same time he erected lodges at the north and south end of the west front; but the work that the celebrated architect-cum-playwright did there was not deemed very successful even by his contemporaries.



THE GREAT HALL WITH ITS FINE JACOBEAN CHIMNEY-PIECE: Some of the woodwork in this spacious salon dates from the time of James I, a reminder of the days when the King visited Audley End as the guest of the Earl of Suffolk, his Lord Treasurer. Suffolk was not a reputable character, and in 1618 grave irregularities were discovered at the Treasury and he was suspended from office. The Earl, who was accused before the Star Chamber, was indicted for taking a very considerable part of the money received from the Dutch for the cautionary towns, and also of defrauding the King of £240,000 in jewels

A MANSION WHICH ONCE COVERED FIVE ACRES—A REAR VIEW OF AUDLEY END, IN ITS HEYDAY ONE OF THE LARGEST COUNTRY HOUSES IN ENGLAND, RIVALLING HATFIELD IN ITS MAGNIFICENCE: Audley End can be seen plainly from the main southern road running from Newmarket to Saffron Walden and London, its accessibility naturally adding considerably to its attraction. Since their purchase of the property the Ministry of Works has spent a year in repair work. Audley End was built in 1603 on the ruins of the Abbey which had been converted in 1190 from a Benedictine Priory founded by Geoffrey de Mandeville in 1136

THE GREAT LIBRARY AND THE GREAT HALL: In the hall is a heavily-carved galleried oak screen dating from the time of James I. Such screens were a feature of Elizabethan halls, separating the hall from the passage. Invariably the front of the screen was elaborately carved. When Pepys visited Audley End in 1660 he thought the screen, like the ceilings, to be over ornate. In the same hall is the Jacobean chimney-piece depicted on the left-hand page

THE VAMPIRE V MACHINE IN WHICH MR. JOHN DERRY WON THE MONTANA CUP: *On left* **and** *right*—**The jet-propelled plane being wheeled from its hangar on to the runway at Le Bourget, Paris, before Mr. Derry, the de Havilland test pilot, set out for Cannes. He covered the distance of 466 miles (as the crow flies) in 45 mins. 30 secs. The time, which represents a speed of about 580 m.p.h., has been put before the Aero Club of France for official confirmation. Mr. Derry wins the Montana Cup offered by M. Dissat, a Cannes hotelkeeper, to the first pilot to make the flight in less than an hour**

In addition to winning the Montana Cup, valued at £50, Mr. John Derry, de Havilland's test pilot, has won a prize of £100, presumably payable in francs, and a fortnight's holiday in Cannes, presumably at the establishment of M. Dissat, the hotelier who put up the Montana Cup. The performance of Mr. Derry's jet machine was watched with great interest by French aeronauts, who, with the aid of Britain's Nene engine, are now developing a jet fighter of their own, the Dassault 450 Ouragon. The Dassault is expected to be in production in 1951.

PARIS—CANNES

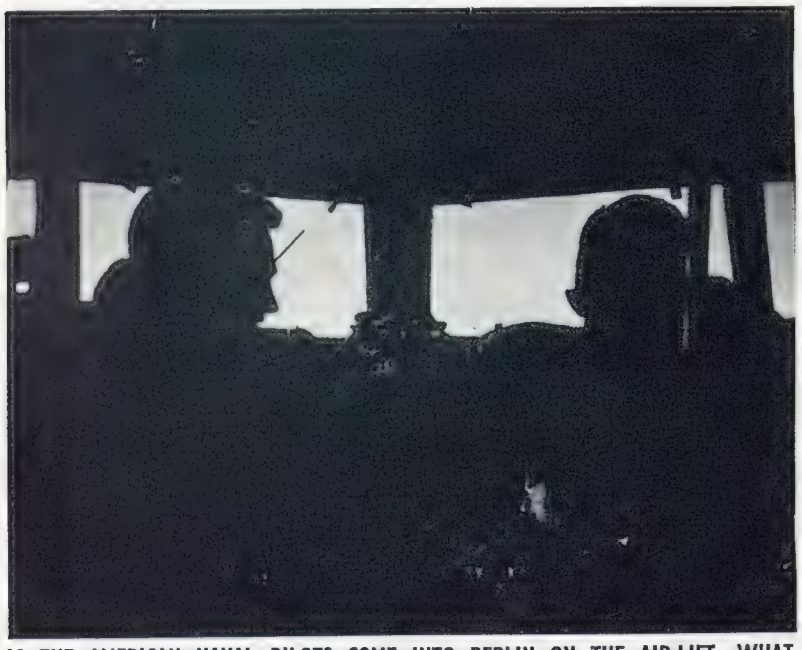
In 45 Minutes 30 Seconds

LOS ANGELES TO NEW YORK

In 5 Hours 5 Seconds

On right—Joe de Bona, in setting up his American coast-to-coast record, flew a Great Circle course of 2,477 miles via Needles, Arizona, Pueblo, New Mexico, Fort Wayne, Indiana, and Akron, Ohio. For the greater part of the journey de Bona was flying above the weather, and he had perfect conditions for his Los Angeles take-off and for his New York landing at La Guardia Airfield

JOE DE BONA COMES TO EARTH AT LA GUARDIA AIRPORT: The American speed pilot seen after landing in New York 5 hours 5 seconds after leaving Los Angeles. His converted P 51 fighter plane thus set up a new coast-to-coast record. Pilot de Bona left Los Angeles after breakfast and arrived in New York in time for a late lunch



AS THE AMERICAN NAVAL PILOTS COME INTO BERLIN ON THE AIR-LIFT—WHAT THEY SEE AND WHAT THEY DON'T SEE: *Left*—**Looking through the cockpit windows of the R 5 D transport on to a solid bank of fog. This picture was taken a few minutes before landing at the Tempelhof Airfield. On board the machine was ten tons of coal.** *Right*—**At the last moment the fog clears, and the runway appears directly ahead. Before coming in to land, the pilot and his assistant will get word from the control tower. Touching-down is a matter of split-second timing, and there have been occasions when loads have had to be ferried back to their airport of origin because the pilot was not ready to come in within the framework of the strictly-timed schedule. The R 5 D's from Rhein Main and Wiesbaden arrive at Tempelhof in a steady stream, and speedy unloading crews often make possible a fifteen-minute turn-round**

THE WORLD OF MOTORING

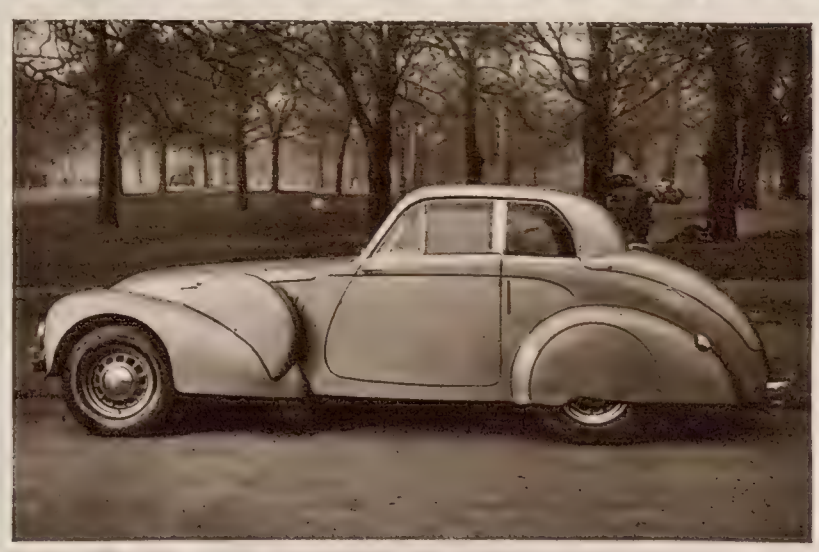
The British Austin Team at Indianapolis : Volkswagen Production : The Car with a Convertible Body

HELP BY CARAVAN FOR DRIVERS IN DISTRESS : Easter motorists who ran into difficulties were able to call on this new service inaugurated by the Automobile Association—the Mobile Road Office. The purpose of the service is to place A.A. facilities at the disposal of members who are not within easy reach of London headquarters or an area office. At each mobile office travellers can obtain help under the A.A.'s breakdown scheme, road and weather news, legal and technical advice, and information about home and foreign touring. In addition, the A.A. has lately introduced wireless-equipped breakdown vans which go to the aid of members in the London area on calling up headquarters and giving their position. This service is available for women drivers, whether they are members or not

THE START OF A SEVEN-DAY ASSAULT ON STOCK-CAR SPEED AND TIME RECORDS : Mr. Arthur H. Marlow (spotted scarf), British Consul-General in Chicago, in the driver's seat of the Austin A-90 in which he had a trial run on the great speedway at Indianapolis, Indiana. Afterwards the three drivers—Dennis Buckley, who is seen seated beside Mr. Marlow ; Alan Hess (behind Mr. Marlow), the team leader ; and Charles Goodacre set out on their attempt to break touring-car records, Goodacre taking the controls for the first three hours. Officials of the American Automobile Association have been timing the run. They permit unlimited stops, but the gross time is taken into account when determining the average speed over various distances

HITLER'S DREAM CAR NOW COMING OFF THE PRODUCTION LINE BY THE THOUSAND IN GERMANY : Stubby, rear-engined "Volkswagen" parked ready for delivery outside the Wolfsburg plant at Brunswick, in the British Zone of Germany. This is the car which Hitler promised to every German on payment of 1,000 marks. Although many people produced the money just before the war, the car never went into production for the ordinary civilian, as the plant switched over to the production of a German counterpart of the American jeep and to the turning-out of certain aeroplane parts. An American raid in 1943 wiped out one-third of the Brunswick factory, but it is now in large-scale production, and the volkswagen are being turned out at the rate of 40,000 yearly. The price has gone up to 5,300 marks (about £320 sterling), and it is thought that this may put a stop to the German plan to put the car on the American market

THE BRITISH CONSUL-GENERAL IN CHICAGO WAS AT THE WHEEL : The Austin A-90 speeding round the track at Indianapolis during a trial run prior to its attempt on American stock-car records. The Austin is seen passing the stands at the end of a circuit



THE EMERGENCE OF THE CONVERTIBLE CAR—ONE MOMENT IT IS AN OPEN TOURER, THE NEXT IT IS A HANDSOME STREAMLINED SALOON : It is the invention of Colonel John Dolphin, who is seen (*left*) demonstrating how the car can be converted in the matter of a few seconds by means of four simple locks. The car is a normal Allard, with a special body built to Colonel Dolphin's design by a Reading coachwork firm. It is called "The Dolphin Swinging Roof Body." The steel roof slides to the rear in a gentle curve, and it lies out of sight under the hinged boot cover. To swing it back into "Saloon" position requires no undue strength. These folding Allards, which will be on view at the London Motor Show in October, are to be sold at £1,525 each. Colonel Dolphin is now aiming to make the equipment power-operated. The inventor was also responsible for the paratrooper's folding motor-cycle (now the Corgi)

BRIGHTER LONDON BRINGS THE CROWDS

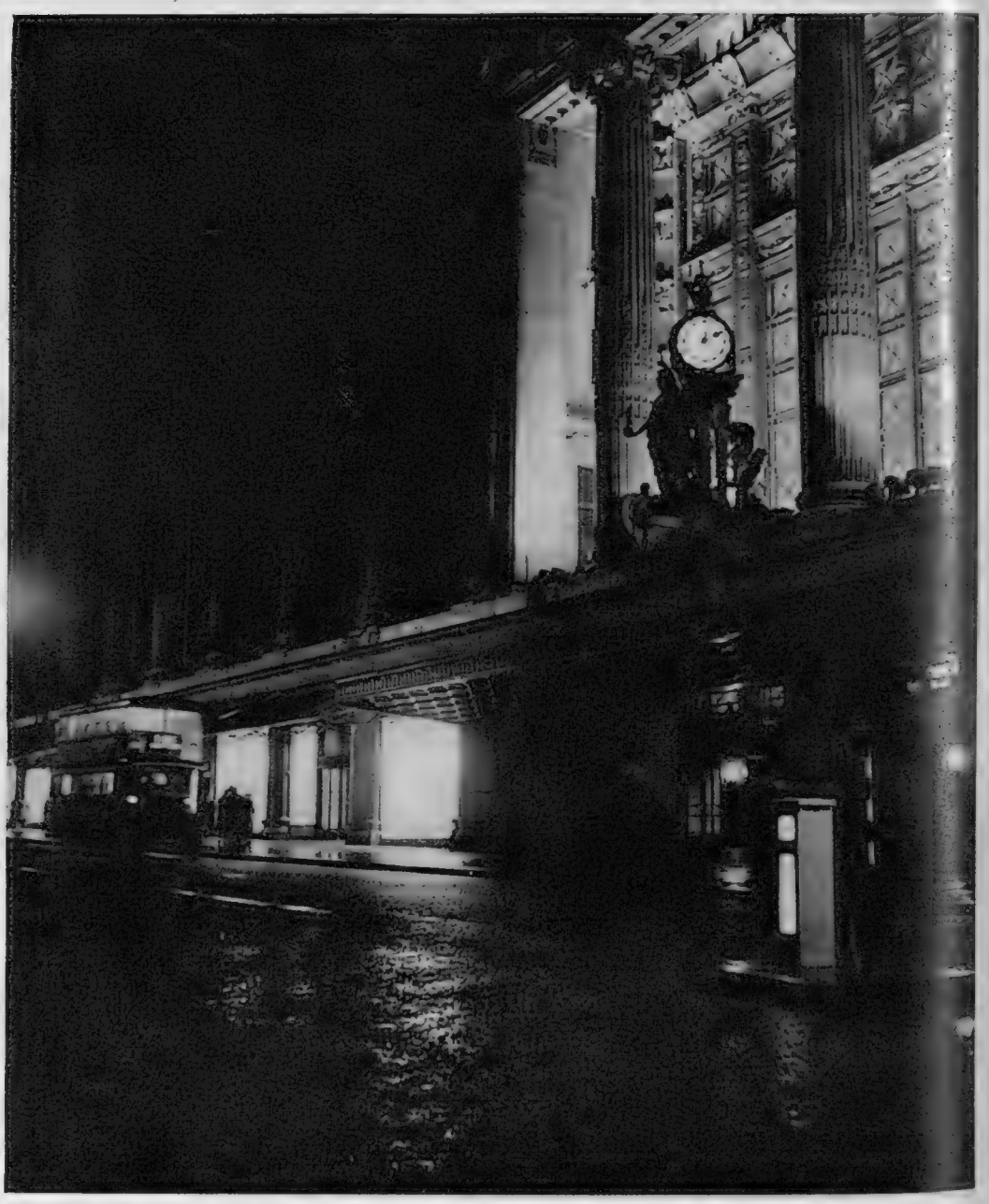
Shop-window Gazers and Others Throng the West End

The return of the bright lights to London after an absence of ten years provided a free show which Londoners were not slow to appreciate, and the crowds in the West End during the first week-end in April were quite the biggest seen since the end of the war. The week-end before last, which brought tens of thousands of Scots to Wembley for the International football match, resulted in more big crowds in the West End during the evenings, and many of the visitors returned northward on Sunday and Monday with glowing tales of the bright lights of Piccadilly, Leicester Square, and Oxford Street. At the moment about one in three of the shops near Piccadilly Circus is lit up and about one in six in Oxford Street. Trafalgar Square is not at present illuminated, as the temporary apparatus has been dismantled, and the permanent lighting for the fountains is not, at the time of writing, ready.

OXFORD CIRCUS ON AN APRIL NIGHT: The streets are damp, but far from cheerless, for the general switch-on has given London an air of cheerfulness it has not worn these ten years past. Shop-window gazers are in their element after dark, tasting the half-forgotten joys of after-closing-time "shopping," and to add to the pleasure of it, there are no coupon calculations to be made

ALL AGOG: Seeing the bright lights of Piccadilly Circus from a taxi. To many a youngster the lights were a revelation, as they had never seen anything like it before

THEY JUST STOPPED AND STARED: A section of one of the great crowds which thronged Piccadilly Circus and its approaches for several nights after the switch-on



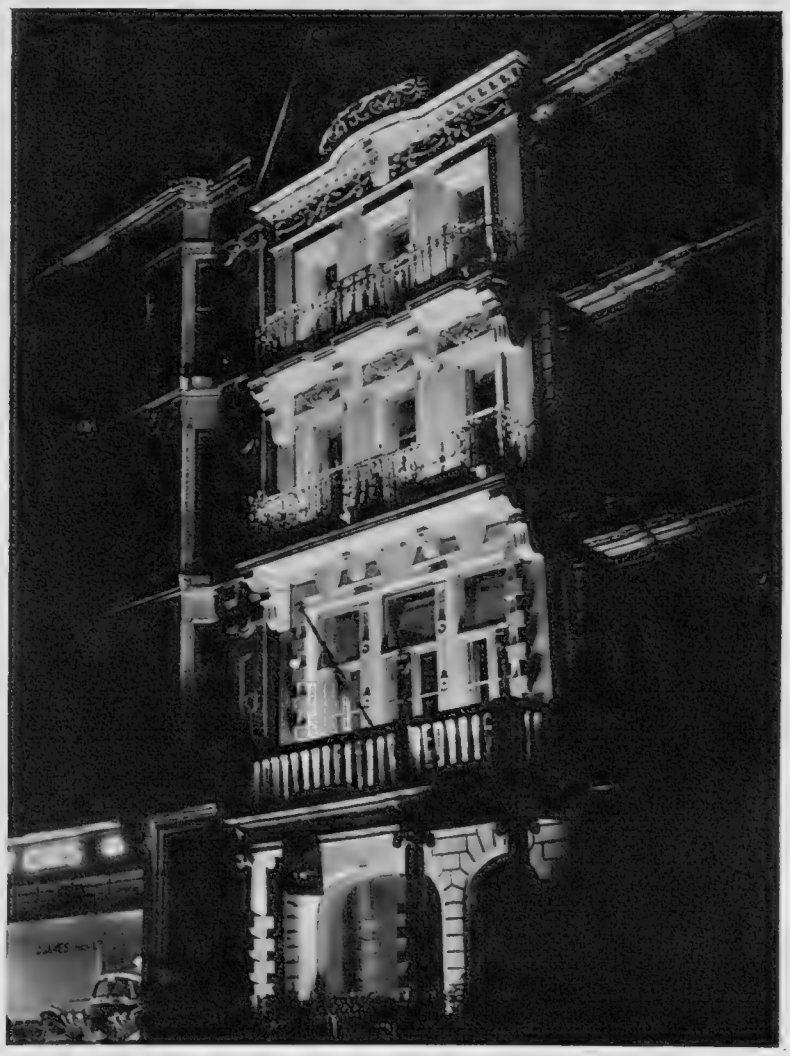
THE FLOODLIT PORTALS OF SELFRIDGE'S: The main entrance and the street windows brilliantly illuminated. The darkness of the rest of the building made a bold contrast. In the days before the war, when there was more general illumination, the effect of floodlighting was seldom so striking

THE SHOP-WINDOW "SHOPPERS"—A HUNT FOR BARGAINS AFTER DARK: These two pictures were taken in Oxford Street during the week after the return of the illuminations, when shop-window "shoppers" renewed their almost-forgotten art. Window-gazing is always at its most exhilarating around Eastertide, when most of the shops make a very special display effort, with sportswear and sports equipment predominating

IN LEICESTER SQUARE AFTER THE SWITCH-ON: The red, green, gold and white legends, with their staccato flickering devices, on the theatres and cinemas have gained in effect because their background still lacks the brilliance of ten years ago

VIEWING THE SPRING MODELS: Another bright display showing the judicious use of lettering against a dark background. After ten years of disuse London's signs showed themselves to be in excellent working order

SEASONABLE FARE IS PROVIDED AT THE EMPIRE CINEMA, LEICESTER SQUARE: A huge sign advertising Judy Garland and Fred Astaire in Irving Berlin's "Easter Parade"



THE SPOTLIGHTING IN PALL MALL: This was another West End display, with light and shadow playing their part in most effective contrast

1. **BRITAIN'S LIQUID ASSETS: Water for the Dutch island of Curacao being pumped aboard the Norwegian tanker "Glorana" in the Port of London**

2. **A FRIGATE FOR THE NEW ZEALAND NAVY: Mr. Jordan, High Commissioner, accepting the "Tutira" at a ceremony aboard the warship at Chatham**

3. **ST. ANDREW LEADS THE PROCESSION: The patron Saint walking through the streets of St. Andrews during the "Kate Kennedy" celebrations**

1. BRITAIN SUPPLIES ALMOST WATERLESS CURACAO: This island of the Dutch West Indies, lying some forty miles from the north coast of Venezuela, seldom has more than a few inches of rain per annum. Britain, which occupied the island during the Napoleonic wars, exports water to Curacao, and when the tanker *Glorana* recently left London for the Caribbean she had on board 13,000 tons of the precious fluid. Curacao was discovered by Hojeda about 1499 and occupied by the Spaniards in 1527. In 1634 it fell into the hands of the Dutch, who have held it ever since, except during the year 1798, and from 1806 to 1814, when it passed temporarily into the possession of Great Britain.

2. ANOTHER LOCH-CLASS FRIGATE JOINS THE ROYAL NEW ZEALAND NAVY: Last week Mr. W. J. Jordan, High Commissioner for the Dominion of New Zealand, went down to Chatham, and on board H.M. frigate *Loch Morlich* accepted the vessel from the Admiralty on behalf of the New Zealand Government. Admiral Sir Henry Moore, Commander-in-Chief the Nore, and Lady Moore renamed the vessel the *Tutira*.

3. "KATE KENNEDY" DAY AT ST. ANDREWS UNIVERSITY: "Kate Kennedy," patroness of student chivalry, and her uncle, "Bishop Kennedy," founder of St. Salvator's College and Chapel, which became in the fifteenth century a constituent part of the university, were as usual the central figures in the annual celebrations, riding together through the streets of the Royal Scottish Burgh in an open horse-drawn carriage decorated with evergreens. The carriage, with an escort of the unsuccessful candidates for the part of "Kate," was preceded by a colourful procession in which every phase of Scottish history was represented. At the head of the cavalcade marched St. Andrew bearing his characteristic cross. Michael Allan Gilbert, an eighteen-year-old medical student from Ryde, Isle of Wight, appeared as Kate, while Bishop Kennedy was represented by J. L. Lindsay, president of the Kate Kennedy Club and well known in golfing circles as a Walker Cup trialist. At University House they were received by Principal Sir James C. Irvine, and in the Town Council Chambers a civic welcome was accorded by the provost, magistrates and councillors. Provost Bruce presented "Kate" with an

FROM LONDON and the PROVINCES

A Pictorial Survey of the Home News

THE QUEEN'S STANDARD FLIES ABOVE BUCKINGHAM PALACE: The Standard marked the fact that Her Majesty had returned to London, leaving the King at Royal Lodge, Windsor, where he has lately been recuperating from his second operation

4. **SOUTHEND PIER'S STREAMLINED ELECTRIC TRAINS: One of the new models seen alongside the old pattern "toast-rack" trains. The new trains were inaugurated last week**

5. **LISTENING TO THE DAY'S "TAKINGS": Dr. Ludwig Koch, of the B.B.C., and his colleagues who are engaged in the task of song-bird recording**

6. ACCENT ON BEARING: Miss Bradley (right) is seen instructing two of her pupils in proper deportment for a Court presentation

7. THE "BIG TOP" AT WINDSOR: The Bertram Mills Circus, after a week of entertaining vast crowds in the Home Park at Windsor, prepares to move on to pastures new

inscribed silver cigarette-case. Gilbert, who is a non-smoker, will keep it as a souvenir.

4. BIG CHANGES AT SOUTHEND: London-by-the-sea has an elaborate programme of improvements and has started off with the inauguration of the new cream-and-green streamlined electric trains which London's Lord Mayor, Sir George Aylwen, inaugurated in time for the Easter holidays. Under the Act of 1947 Southend is going to build an extensive sea wall, a harbour, and other works, and, with this end in view, a Dutch expert, Professor Thijsse, of Delft, adviser to the Dutch Government on problems in the Zuyder Zee, has been asked by Southend-on-Sea Corporation for his advice. The harbour works and sea wall will pass through Westcliff to Leigh, but before plans can be completed it is necessary to have accurate data regarding the action of tides and currents in the mouth of the Thames. Dutch assistance has been employed before on the Essex shore. In 1621 a body of Dutch workers came to Canvey to drain marshes and build 18 miles of sea walls and dykes.

5. THE ADVENTURES OF DR. LUDWIG KOCH: This broadcaster, whose recordings of the songs of birds are the delight of thousands, has been seeking, but without success, to make a record of the long-tailed tit. He recently "lugged" his heavy equipment through dense woodland country in Sussex. It is an all-night task rigging up the equipment in a spot where songsters are known to be, and on the occasion depicted here the dawn chorus was complete except for one voice. Skylarks, wrens, robins and a blackbird poured out their song, but the low, delicate trill of the long-tailed tit came obstinately from the other end of the wood, and Dr. Koch had to go home without his recording.

6. PREPARING FOR THE COMING COURTS: At the Bradley School of Dancing in Kensington pupils are learning the art of deportment. "The curtsy position is the main thing in Court training," declares Miss Bradley. "It is not easy to do, but three half-hour lessons are generally enough. Girls who have received last-minute invitations to Court sometimes have to hurry their curtsy training. The physical strain is so great that sometimes they are unable to walk on reaching the Palace."

7. THE CIRCUS ON TOUR: Despite the rival attraction at Harringay, the Bertram Mills Circus had its usual success at Olympia, and now the "big top" is on the move in the provinces; tackling the most arduous part of its programme.

8 and 10. THE FOXHUNTERS OF DENHAM: They pursue their quarry with double-barrelled guns, and, as they drive their way through the Buckinghamshire woods, enlist the aid of the village youths to help in the drive. Four foxes was not a big bag for ninety guns.

9. THE M.P.G.A. IN HOLBORN: The Rt. Hon. The Viscount Davidson, President of the Metropolitan Public Gardens Association, deputising for the Lord Mayor of London, last week performed the opening ceremony of the Garden of St. Andrew's Church, Holborn Viaduct. There was a short service in the ruined church, preceded by singing of Oxford carols by boys of the Mercers' School. The church and garden of St. Andrew's was destroyed by enemy action in 1941.

BANKERS RELAX: Lord Harlech (left), who opened the Tenth Exhibition of the Midland Bank Art Club, viewing a locomotive in the craft section. With Lord Harlech is Mr. Eddington, President of the Midland Bank Art Club. The exhibition took place in the Head Office Board Room

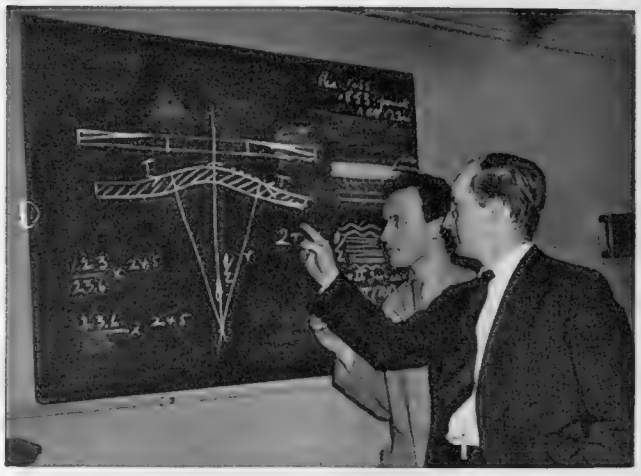
8. A JOLT FOR JORROCKS: Members of the Denham fox-shoot with a year-old vixen, one of four foxes accounted for by ninety guns

9. ST. ANDREW'S GARDEN REOPENED: Viscount Davidson, of the Metropolitan Public Gardens Association, with the Rector of St. Andrew's and the Archdeacon of London

10. THE BEATERS RUN WILD: Some of the enthusiastic youths who took part in the Denham fox-shoot clearing the woods for ninety guns

AMERICAN AID at the NATIONAL GALLERY

Mr. Richard Buck Begins Work on the Restoration of Panels



PLANNING THE RESTORATION OF A PANEL: Mr. Richard Buck, Conservator of the Fogg Art Museum of Harvard University and a leading authority on the restoration of paintings and the conservation of wood panels, demonstrates a chart showing the extent to which a picture can be cut and scraped to Mr. N. S. Bromelle, of the National Gallery restoration staff. Microscopic examinations are made before the work is begun. The process of restoring some of the badly-cracked panels at the National Gallery has been compared to renewing a door by cutting it from the paint and replacing the woodwork on the original paint. In this delicate work, the paint is of incalculable value as pictures being treated are among the greatest in the national collection. Last week, THE SPHERE published pictures of Mr. Buck with the two assistants he is training to carry on his work after his year at the National Gallery is over. On this page are further pictures of the work in progress. Immense care must be taken, and no picture is touched until a scientific examination of its condition has been carried out

PIERO DELLA FRANCESCA'S "NATIVITY" ON THE OPERATING TABLE: Mr. Buck (left) and Mr. Bromelle at work on one of the most serious "casualties." They use photographs of sections of the painting to avoid turning it over. The extent of cutting can be seen clearly: the centre section being as yet untouched. Either side of this centre section, the panel has been cut to a thickness of one-eighth of an inch. Later, the worm-holes will be filled in and sealed off from moisture; and a new backing of balsa wood added. This picture, an altar-piece, painted on three panels of poplar, had previously been very clumsily renovated. The panels were cut to a thickness of a quarter of an inch and a heavy reinforcing grid attached. Changes of humidity and temperature caused the surface to crack

THE RESTORERS EXAMINE BELLINI'S "THE CIRCUMCISION": Mr. Buck examines a fault in the painting, which is cracked, warped and worm-eaten. He is using special microscopic glasses and wields a scalpel to determine the depth of the worm-eaten structure under the paint. Other pictures having first priority in treatment are Rubens's "Chateau de Steen" and Giovanni Bellini's "Madonna of the Meadows"

THE BACK OF A RUBENS PANEL: Mr. Buck views the panel through his special glasses. "Autumn," painted by Rubens in 1636, is on seventeen sections of oak panel. One of the cracks, extending across several sections, is held together with gummed tape

THE R.A.F. USES FALCONS

Keeping the Runways Free of Birds at Coltishall

The problem of wild birds colliding with aircraft is as old as the history of flying. In fact, it was recorded in 1910 that an aircraft flying at Long Beach, California, collided with a seagull which got wedged between the fin and rudder. Unable to steer, the pilot lost control and was killed. Since then countless aircraft of all kinds have been damaged or destroyed in accidents caused by birds, and undoubtedly a large proportion of the world's unsolved air disasters are attributable to bird collisions. The idea of keeping aerodrome runways clear by the employment of falcons is by by no means uncommon, and the success which it has achieved at Coltishall Aerodrome, near Norwich, and at Driffield, Yorkshire, has been a prime cause of its adoption by other aerodromes in Britain, notably the great northern airport at Prestwick. In charge of the peregrine falcons at Coltishall is Flight Sergeant Viles, and he is seen in these pictures engaged on his daily task. The peregrine falcons, of which Suna is a fine example, belong to the long-winged, dark-eyed variety.

A HAWK, TEMPORARILY BLINDFOLDED, SITS PERFECTLY QUIET AS FLIGHT SERGEANT VILES, WHO IS IN CHARGE OF THE FALCON UNIT AT COLTISHALL AIRFIELD, NEAR NORWICH, CHECKS THE BIRD'S OPERATIONAL WEIGHT: This falcon, called Suna, is one of the birds charged with the task of keeping the runway clear of birds, which otherwise would cause accidents to aircraft taking off and landing. Suna's operational weight is 2 lb. 1 oz., and this is carefully maintained. The falcon is hooded to prevent "banting" or "fluttering," which might do very considerable damage to the feathers

"IMPING" A HOODED FALCON: Flight Sergeant Viles and Aircraftman Wallace engaged in the task of repairing a feather, which is splinted inside the quill with a brine-soaked, double-ended needle which eventuallly rusts away. This is done to prevent the accuracy of the falcon's dive from being impaired

SUNA SURVEYS THE RUNWAY: Flight Sergeant Viles with one of his peregrine falcons out on the aerodrome at Coltishall. Suna's diet consists of fresh rabbit or pigeon

THE FALCON LEAVES THE LURE: Flight Sergeant Viles preparing to release Suna from the wooden post on which it rests. The falcons are secured by jesses on the legs, and to one leg is attached, by means of a bewit, a spherical brass ball. Sergeant Viles has just removed the falcon's hood which he is gripping in his mouth. This cap fits the falcon's head in such a manner as to obscure the light, a single aperture being left through which the beak protrudes

TWO YEARS IN THE LIFE OF A CARRIER

A Record of the Recent Cruise of H.M.S. "Triumph"

By CHARLES GRAVES

OVER 300 ratings in H.M.S. *Triumph* have volunteered to recommission in her, although she has only just returned after two years abroad. Which shows that she is a happy ship, in spite of the inevitable heat engendered by the vast expanse of flying-deck in hot weather, however much it is hosed during the summer in the Near East; and in spite of the automatic risk of friction between two totally different groups of ratings—the sailors and the men servicing the Seafires, Fireflies, and other aircraft carried on board.

Naval Aviation being a very young service, air ratings advance much quicker, and a youngster of twenty-one will be getting the same pay as a naval petty officer of much longer service. Says the sailor metaphorically: "All I do is to get the anchor up and down and the booms aft just to keep twelve baskets in a soft seat in the air." Says the airman: "You fellows are just working for us, so what?"

But under Captain Abel-Smith, C.V.O., a real team spirit was created, and any grumblers among the sailors were made to realise that, supposing they were in a battleship, like H.M.S. *Howe*, everybody would work together in order to shoot off the main armament at the right moment. The main armament of H.M.S. *Triumph* is, of course, the aircraft she carries. *Q.E.D.* These aircraft consisted of thirteen Seafires of No. 800 Naval Squadron and twelve Fireflies of No. 827 Naval Squadron. In one single day they made 108 deck landings, and during two years there were only six casualties.

Actually, H.M.S. *Triumph* was commissioned in the spring of 1946, six months after World War II had ended, and became an aircraft-trials-carrier. As such, her duties were interesting, to say the least of it. Some of the experiments were decidedly hair-raising. Aircraft of all sorts were deliberately crashed so that the experts could find out what would break first and why; others were set on fire to test the fire-fighting equipment. Some were thrown overboard to see how quickly they could be jettisoned in an emergency.

After a few months of this *Triumph* sailed for the Russian port of Kronstadt to take part in the Red Navy Day celebrations. A good deal of celebrating was done on the other side of the Iron Curtain. Some friendships were made but, on the whole, vodka was the only thing which was not restricted.

On her return *Triumph* embarked two squadrons of operational aircraft and joined the Mediterranean Fleet. Her next job was to form part of the escort for H.M.S. *Vanguard*, which was bringing the Royal Family home from South Africa. The rendezvous position was Freetown, Sierra Leone, where a fly- and steam-past took place. In the few seconds between the firing of the last gun of the salute and the first notes of the National Anthem the bows of the two ships passed, the ships' bells were struck and the 13th Carrier Airgroup flew low overhead in perfect formation. Four days later the Queen and the Princesses came aboard. As the Queen's Standard was hoisted in *Triumph* and the King's Standard was still flying in *Vanguard* because the King was unable to accompany the Queen owing to a chill, a unique occasion was created—two Royal Standards being worn at the same time by two ships in company. Needless to say, the mainbrace was spliced.

Triumph now proceeded to Tangier, most of the pleasures of which were sampled by the ship's company. She then returned to her base in Malta for two months, putting to sea in the daytime for flying exercises and anchoring at night. The flying routine is always arduous but never dull. Deck-landings were frequently enlivened by rocket attacks, dummy attacks on the Fleet, strafing runs, interception exercises, liaison with land forces and full-scale exercises lasting several days. Constant practice is necessary to achieve deck-landings; and incidents—some alarming and some comical—were frequent.

One of the main duties of a ship like *Triumph* in peacetime is to show the flag at various ports. In the past two years *Triumph* had plenty of experience of this—from purposeful visits to Haifa and Jaffa, at the eastern end of the Mediterranean, to pleasure cruises along the French Riviera and to Gibraltar at the other end. In July 1947 the summer cruise included a visit to Istanbul. In the meantime, cocktail-parties, dinners, dances, sporting contests, invitations to tennis, golf, yachting and swimming were given to the ship's company in such profusion that sleep was the only form of pleasure in short supply.

Piræus was the next port of call, followed by exercises in the Aegean. These exercises were not without some unrehearsed and unintended demonstrations, which were attributed to the high standard of hospitality received in Athens. After taking part in the Mediterranean Fleet Regatta at Nauplia, *Triumph* returned to Malta before the second summer cruise to Sardinia for the sailing regatta, to Tripoli for exercises in Army co-operation, and to Bone, in Algeria, on a goodwill visit. A further stay in Malta lasted until after Christmas. Then came Operation "Marine Rumpus," an exercise involving the rapid embarkation of two complete marine commandos with their brigade headquarters. Each of the 1,000 men was provided with a camp-bed and blankets and food. After a night at sea the operation of disembarking was begun and completed in a remarkably short time. The ship's crane worked for twelve hours without stopping, to clear the flight-deck, which had been turned into a park for the commandos' lorries, trucks, jeeps, patrol cars and motor-cycles—a total of 200 vehicles, weighing 480 tons. Soon afterwards *Triumph* went out with her own carrier airgroup as well as that of her sister-ship, H.M.S. *Ocean*.

Next came the spring cruise. From Gibraltar, the first port of the cruise, a destroyer took a full load of officers and ratings to Tangier for an excursion. But fleet exercises in the Gulf of Lyons were not so pleasant. A full gale was blowing. *Triumph* made good about three knots, while her attendant destroyer made one knot forward and two sideways. A few days in Toulon were followed by a week at Villefranche. Winter sports in the mountains behind the Riviera and indoor games in the Casino at Monte Carlo completely filled a very generous leave allowance.

After a return to Malta, where over 120 officers and ratings had their families living, *Triumph* left for Venice and Trieste to show the flag. At Venice she carried out Operation "Pinwheel," when aircraft instead of tugs turned the ship round at the end of a canal. In Trieste the band of the Royal Marines completely ruined various Communist agitators, for when they beat the "Retreat" the crowds left the agitators and listened to the band with beaming countenances.

After another return to Malta *Triumph* visited Cyprus and once again made history by firing a salute to the Governor, Lord Winster, when he was airborne in a Sea Otter. Came a hurried departure for Haifa to cover the final stages of the British evacuation. Rocket-firing Fireflies and Seafires carried out reconnaissance missions, while other Seafires kept constant air patrols overhead. An armed search was also made for some British tanks stolen by the Jews. These were not seen at the time, but all except one were subsequently recovered.

From Haifa *Triumph* visited Izmir and made naval history with her Seafires and Fireflies, who flew far into the interior of Turkey. The first stop was at Ankara, 320 nautical miles away, where they carried out a formation fly-past in front of the President's Palace at the conclusion of their journey. During this period more than 8,000 nautical miles were flown by the twelve aircraft involved, and the only instance of unserviceability was caused by a split washer on a Firefly coulant filler cap.

Triumph next visited Skyros, where Rupert Brooke was buried. This sparsely-inhabited Greek island was turned into a kind of lido, with bathing-rafts, diving-boards, and everything else. All these were removed when *Triumph* sailed away. The only evidence of her visit was a coat of fresh paint added to the protective railings of the poet's grave. Then, while on her way to Palmas Bay, in Sardinia, she received orders to search for a missing Lancaster. After steaming at 22 knots for a day and a half she found the unfortunate aircraft on the steep sides of the island of Monte Cristo.

Next came Corsica, followed by Elba and Leghorn, from which trips were arranged to Florence and Pisa. Next, at Anzio, extra leave was given to enable visits to be made by officers and ratings to Rome, thus once again justifying the old slogan, "Join the Navy and see the world." On her way back to Malta, where she was due for a refit, *Triumph* passed close to Capri and had a good view of Mount Etna, but although she was temporarily out of action at her base her aircraft were not. Flying from the Royal Naval Air Station at Halfar, they continued to exercise. They also took part in a ceremonial fly-past with eighty aircraft from the U.S. carrier *Franklin D. Roosevelt*.

Shortly after Christmas, when she had been refitted, *Triumph* was hurriedly ordered to remain at short notice to proceed to Egypt, following the assassination of the Egyptian Prime Minister. This was a precaution in case she was required at Alexandria to evacuate the British population—yet another possible role for an aircraft-carrier, and a very useful one, too. Her huge flying-deck would be able to take literally thousands of refugees. In fact, no trouble developed, and *Triumph* sailed for Tripoli for air-support exercises with the Coldstream, Grenadier and Irish Guards. After close co-operation with the Army at sea, in the air and on land, *Triumph* received orders to return immediately to Malta and stand by as a result of the Jews having shot down five Royal Air Force aircraft in Egypt. It looked very much as though she would have to go to Akaba, but once again nothing happened.

Altogether, during his two years in H.M.S. *Triumph*, Captain Abel-Smith saw more of the Mediterranean than he had in his ten previous years' experience of what used to be Mussolini's Lake. With the exception of Naples, there was scarcely a well-known place which *Triumph* did not visit.

Soon, when she has completed her refit, she will be off on her travels again.

SOON SHE WILL BE OFF ON HER TRAVELS AGAIN: The 13,000-ton light fleet-carrier "Triumph" escorted into King George V Docks, Glasgow, after an absence of two years. Her paying-off pendant can be clearly seen at the mainmast. "Triumph," a member of the Colossus class, has had a very busy two years

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The Return of DANNY KAYE

To the London Palladium: Frances Day at the Casino: and Other Theatre News

DANNY KAYE RETURNS TO TOWN: THE BIGGEST NAME OF THE DAY ON THE VARIETY STAGE BEGINS A SIX-WEEKS SEASON AT THE LONDON PALLADIUM NEXT MONDAY: Every seat for every performance has already been sold. Brooklyn-born, thirty-six-year-old Danny Kaye had a stupendous success last year when he appeared at the Palladium. He was little known to English audiences, having been seen only in three films apart from a short cabaret engagement at the Dorchester Hotel in 1939. Originally destined for the medical profession, he soon decided upon a vaudeville career, which took him all over the United States. His first appearance on the regular stage was in a revue at New York's Ambassador Theatre in September 1939. The many thousands who will be disappointed in being unable to see him at the Palladium must content themselves with his latest film to reach this country—*The Private Life of Walter Mitty*—which is now generally released

FRANCES DAY SINGING IN "LATIN QUARTER" AT THE LONDON CASINO: "What a Day for France" is the title of the scene in which the famous platinum blonde was engaged when this picture was taken. *Latin Quarter* is the lavishly-produced musical presented by Tom Arnold and Emile Littler, with Georges Guétary (who was in *Bless the Bride*) and comedians Jack Durant and Willie Shore

A TWELVE-YEAR-OLD SCHOOLGIRL ON THE WEST END STAGE: Hester Glanville, who appears in "Tears From Their Eyes," at the Fortune Theatre: Hester travelled from her home at Redruth, in Cornwall, with the Redruth Amateur Dramatic Society, whose short season at the Fortune Theatre ends to-day. Her father, Harry Glanville, is the stage director of the company, and the play was written by A. G. Davey, the secretary

A REVIVAL OF "THE IMMORTAL HOUR" AT THE PEOPLE'S PALACE IN THE MILE END ROAD: Glenda Raymond, who made her English debut in the part of Etain. Miss Raymond, a discovery of the London Philharmonic Orchestra, is only twenty-six years of age. She came to England seven months ago, paying her expenses from her earnings during a twelve-months tour of Australia. She was chosen for the part, originally played by Gwen Ffrangcon-Davies, after an audition given by the directors of the orchestra and by the composer, Rutland Boughton. *The Immortal Hour* was first produced at the Old Vic in 1920. The latest production proved highly successful and Miss Raymond was especially praised

The World of Books—By VERNON FANE

WHEN MATTHEW ARNOLD FELL IN LOVE

Miss Isobel Macdonald Presents a More Romantic View of the Victorian Poet

THERE are at least two current views of Matthew Arnold. One is the poet of such power and sensibility, as is revealed in the sonnet "Dover Beach," and the other is of a slightly stuffy Victorian who was an Inspector of Schools. Miss Isobel Macdonald has chosen a third and original view in her biography, THE BURIED SELF (Peter Davies. 12s. 6d.), which she describes as a background to his poems, 1848-1851. Her book shows the young Arnold, secretary to Lord Lansdowne, and conscious both of the responsibility of that post, and his inheritance in being the son of Dr. Arnold of Rugby.

As a young man he travelled in Switzerland, and while there he not only wrote amusing letters about his experiences to Clough, but he fell in love, according to Miss Macdonald, with a beautiful young woman called Marguerite. The author accepts the fact that there is an impression of dullness attached to Matthew Arnold in the general mind, but holds that it came from his middle life and later years, and from the memory that it was he who said that conduct was three-fourths of life, and that miracles did not happen. Her own view is more romantic but no less possible, and her book is written to express her very great liking both for his poetry and his character.

Norfolk, a county rich in "characters," produces yet another parson diarist in the Rev. Benjamin John Armstrong, Vicar of East Dereham from 1850 to 1888. Edited by his grandson, the Rev. H. B. J. Armstrong, Vicar of St. Margaret's, King's Lynn, A NORFOLK DIARY (Harrap. 12s. 6d.) reveals a man much wrapped up in church politics, stubborn but affectionate, and with the cultural interests of his class. He nipped about to London where he saw the opening of the Great Exhibition, and Paris, where he recorded the birth of the Prince Imperial. He also went to camp with the Volunteers, and was addicted to "the new French game of croquet. It is a sort of lawn billiards played with a long-handled mallet."

Armstrong is no Paston, but he provides a readable conspectus of mid-Victorian rural life in East Anglia. Very occasionally he allows himself a smile, of which this is a fair sample: "Married a young parishioner of the name of Mahershallalashbaz Tuck. He accounted for the possession of so extraordinary a name thus: his father wished to call him by the shortest name in the Bible, and for that purpose selected Uz. But, the clergyman making some demur, the father said in pique, 'Well, if he cannot have the shortest he shall have the longest.'"

Miss Norah Lofts likes to write about the East Anglian countryside at the beginning of the nineteenth century, and about young and apparently defenceless girls and, since she generally makes a good story of the material, who shall say her nay? A CALF FOR VENUS (Michael Joseph. 9s. 6d.) is her new novel, and this is a little more urban in its setting, since it is concerned with the doings of a pretty young girl, employed by her aunt in a slightly suspect coffee-house in Bury St. Edmunds. She is faithfully loved by a young doctor who does his unavailing best to give her a home and a degree of respectability, but she, being a girl with a mind of her own, has other and less stable ideas.

In his introduction to INKY BLOSSOMS (Macdonald and Evans. 8s. 6d.), Mr. Sacheverell Sitwell writes: "It is the merit of these collected essays that they pursue their way, calmly and delightfully, amid the noisy mazes and traffic centres of modern life . . . I find a peace in them, and a gratitude for life and for the giver of life, that consoles and comforts in these darkening days and nights." The essays are very short, most of them about two pages in length, and their author, the Rev. C. B. Mortlock, has succeeded in giving them a remarkable variety of subject.

Ellery Queen's newest volume is QUEEN'S AWARDS—SERIES 2 (Gollancz. 10s. 6d.), and I was delighted to find that I had not read any of the seventeen stories it contains. Anthologies, of course, always provoke one to considering one's own tastes in the matter, but since they are far more difficult to compile than would appear, one may be reasonably grateful to have the work done for one, and particularly grateful when the result is as varied and as effective as in this case. Although I disagree with Ellery Queen in the choice of the first prize, I found that story stimulating. I preferred one of the second prizes: *The Quarterdeck Club*, by Leslie Charteris, but that may be because I have a penchant for the well-mannered exploits of The Saint. And I also thought that Miss Viola Brothers Shore's story, *Rope's End*, was worthy of a higher rating. But this kind of personal choice is half the fun of the thing.

Mr. Peter Vansittart has written a grim but thoughtful story of Germany in 1922, a period in which he maintains the seeds of Nazism were sown, though they would not be apparent for some years. THE OVERSEER (Chapman and Hall. 10s. 6d.) is not happy reading, nor is it dull. Reading of events, even fictional events, at this distance, gives one a comfortable feeling of being Olympian, as one foresees what one knows to be inevitable, and marks the significant trends that will lead to the final horror.

When I say that the novels of Mr. George Blake always strike me first of all as workmanlike, I mean that in a far from depreciatory way, and think that he, as the good craftsman he is, will understand that. THE PAYING GUEST (Collins. 9s. 6d.), his new novel is, as a matter of fact, both solid in construction and more direct in theme. By the same token, it is more readable.

To a family living in a more or less respectable city tenement (that is, as respectable as soap and sober living can make them) comes the unexpected windfall of a fortune of £40,000, won in the Pools. The readjustment from near-rags to riches proves painful, but good hard sense prevails.

Mr. Hugh Maclennan is a good novelist with so far, exactly three novels to his credit The latest is THE PRECIPICE (Cresset Press 12s. 6d.), and it adds considerably to his reputation. This story has a setting of Canada and the United States, but, more than that, it is a story in which the Canadian and the American characters are contrasted and examined as thoughtfully and objectively as possible when the writer belongs to one of the two nations.

THE SACRED AFTERNOON (Heinemann 9s. 6d.) begins well and even brilliantly, and maintains a good standard at least in its style In its content I found it more uneven, and even bewildering, for it would not be a exaggeration to say that a considerable part of the story is exceedingly difficult to understand, at least in its implications. But Mr. Hubert Nicholson is an interesting writer; he has written more lucidly than this before now, and doubtless will again.

Miss Marjorie Bowen, a writer of quite exceptional industry, has made a collection of twelve of her short stories, all of which deal with the macabre, and most of which are alarmingly effective. In his introduction to THE BISHOP OF HELL (Bodley Head 8s. 6d.), Mr. Michael Sadleir writes of the difference from the ghost series of that master, M. R. James, and refers to them as, in the classic sense, Tales of Terror I would agree with that emphatically, and would add that they are not for the convinced insomniac nor for the young nor for the over impressionable.

Mlle Doussia Ergaz has written a romantic novel which opens in Istanbul at the beginning of the twentieth century, and which is concerned with the doubts and delights of a Russian family who have record in the Imperial Guard on one side, and an affiliation with Jewish life on the other. THE FAVOURS OF HEAVEN (Secker and Warburg. 10s. 6d. is none the worse because one cannot take it seriously It has been ably translated by Jocelyn Godefroi.

THE FIRST STATE-CONTROLLED HOSPITAL LIBRARY: The spacious room at Southmead Hospital, Bristol, which was opened by General Sir Ronald Adam, President of the Library Association and Director-General of the British Council, at the beginning of April. The library has been designed and equipped on new lines to serve both patients and hospital staff for general and recreational reading. It is staffed by professional librarians

PIPER ON PUBS

A Defence of Victorian Trappings

"Good taste is out-of-date before the regulars have got used to it" is just one of the many penetrating judgments of John Piper, whose chapter on the art and architecture of the gin palace is a feature of his new book, BUILDINGS AND PROSPECTS (Architectual Press. 18s.). Mr. Piper has a great time examining some of the more florid public-houses, which are not disappearing quite so fast, he says, as the brewers would sometimes have us believe. Many public-house interiors are, declares Mr. Piper, "the result of pooling the unfulfilled desires of a thousand patrons." With his tongue in his cheek, for a part of the time at any rate, the author defends many a Victorian "thirst clinic" and evidences at least that nothing more worth while has come to take their place. He contrives to show how in public-house façades to be false is to be true. "Snob screens," those typical appendages of the interior of the Victorian gin palace, with their scrolled mahogany and their coloured swing-door windows, preserving the privacy of each grade of bar, and keeping the server from the served, are referred to almost with affection, for all their fantastic uselessness. In compiling this amply illustrated chapter, Mr. Piper has clearly had a rare old time, and his vigorous championship of patterned mirrors, set opposite one another to give a semblance of palatial infinity, is in keeping with his belief that a successful public-house must glitter "with a cinematic sense of exciting unreality," setting itself apart from all the neighbouring buildings. Mr. Piper may be wayward. but he is certainly entertaining.

John Easton has brought to completion the late Fred J. Melville's work POSTAGE STAMPS IN THE MAKING (Faber and Faber. 21s.). It is beyond all doubt the most important book of its kind for the keen philatelist who wishes to know the whys and wherefores of stamp printing, whether by letterpress, offset lithography or rotary photogravure. How the different processes have led to philatelic variety is a particularly fascinating study, and what the printer may regard as an error or blemish in his work, even though it is only revealed by microscopic examination, may be to the collector "a flaw worthy to be constituted as a constant variety." To describe these flaws, Mr. Easton has had to delve deeply indeed into the realms of the master printer, studying the constituents of ink and gum, the vagaries of early hand-made paper, and the differences likely to result when making multo positives. The book is written with admirable clarity, and many a layman reader will find himself agreeably surprised at mounting so many technical hurdles.

J. Wentworth Day, most prolific of country authors, is always a pleasure to read by reason of his sure command of the English language. In COASTAL ADVENTURE (Harrap. 12s. 6d.) he rambles delightfully, never discursively, about the salt marshes of East Anglia, introducing us to wildfowlers and fishermen, marsh farmers and the hermit brethren of the longshore mud-flats who live precariously by the arts of gun and net. Mr. Day feels that he looks upon a mellower, more stable England than his compatriots in town and city who "preach the un-Christian doctrine of class warfare."

Here are two new books on Lakeland completely complementary to each other and both appearing at an appropriate moment, when spring exerts its inevitable call to the English countryside. OFF TO THE LAKES (Robert Hale. 12s. 6d.) is a vivid description of a tramping year among the Cumberland and Westmorland Fells. Some may feel impelled to use this book as a guide, and it will certainly take them to the choicest spots in Lakeland, but it has far more besides. It breathes the very spirit of the fells, and those who know the open road will recognise the authentic touch THE ENGLISH LAKES (Allen and Unwin. 30s.), by Alfred Furness and Dr. W. V. Harke, is a magnificent pictorial survey of the district immortalised by the Wordsworthian school. The volume contains seventy-five photographs. every one a worthy contribution to the symphony.

Jane Munro Gaymer was twelve when she set out to share her experiences as a rider with other children. The result is I FOUND HAPPINESS (Hollis and Carter. 12s. 6d.). Jane tells her readers how to look after a grass-fed pony; how to make a friend of it; and how to ride it. Her style is academic, but she marshals her facts with skill. Her notes on the care of clothes are almost too good to be true.

Isabelle (the romance of Gerard Lacase) and Pastoral Symphony (the story of a country pastor's psychological upheaval) make up the latest edition in the standard works of André Gide. They are published under the title of TWO SYMPHONIES (Cassell. 7s. 6d.)

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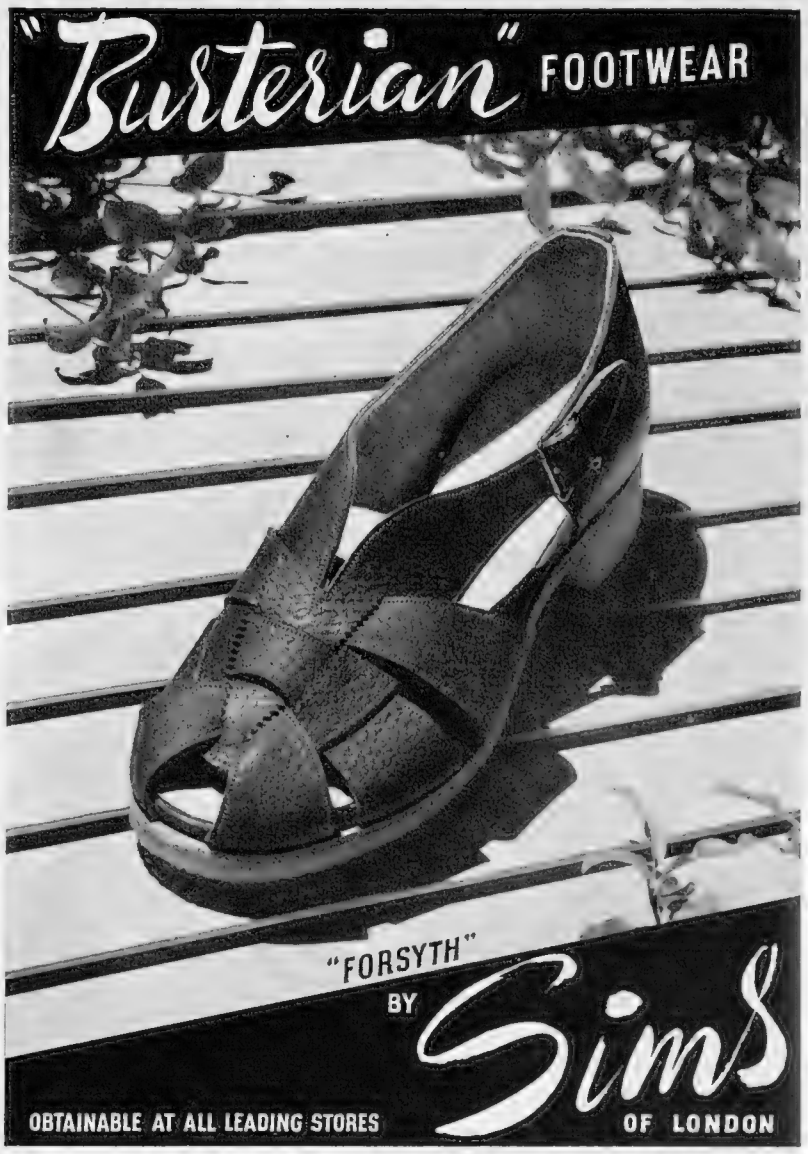

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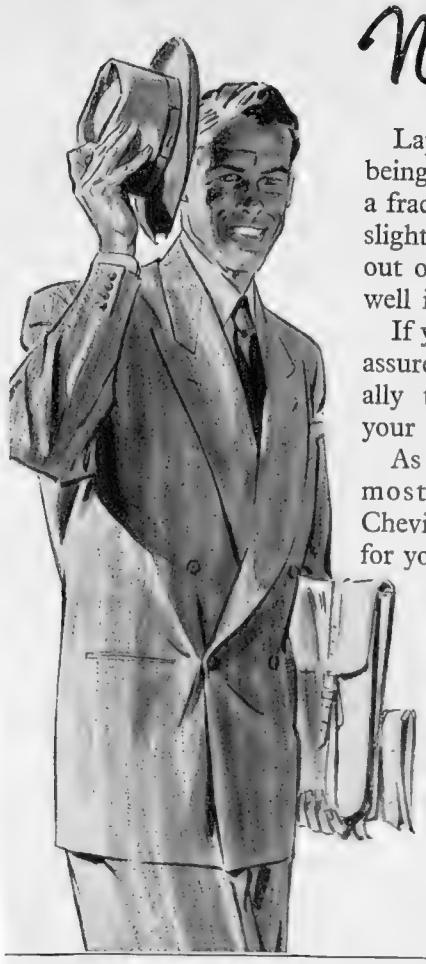

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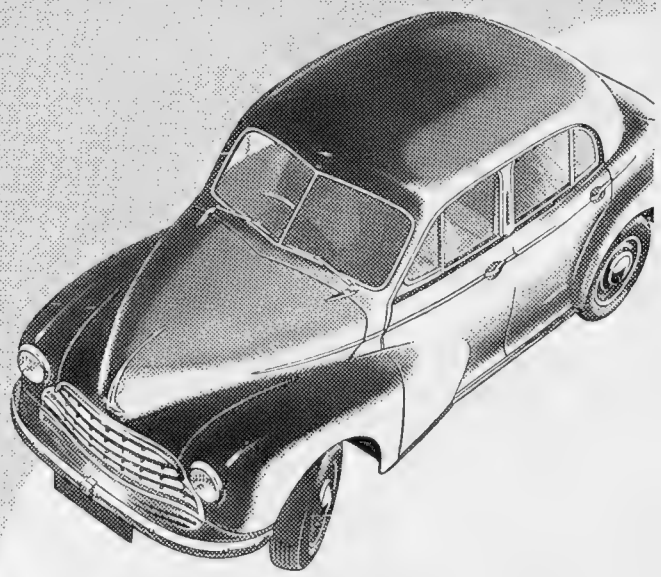

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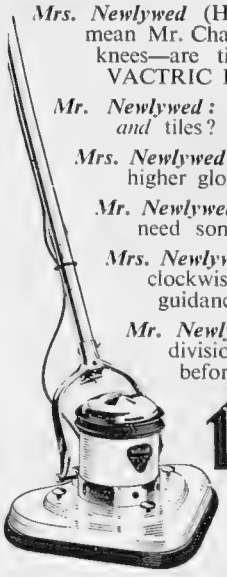

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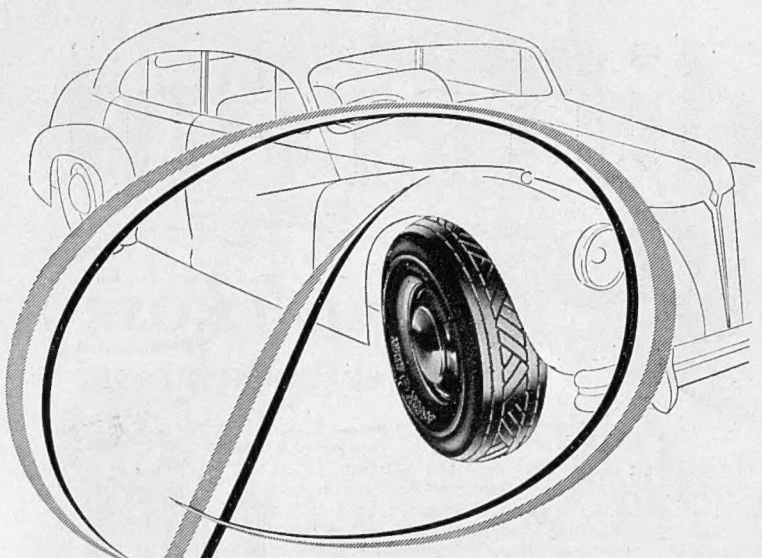

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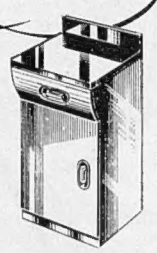

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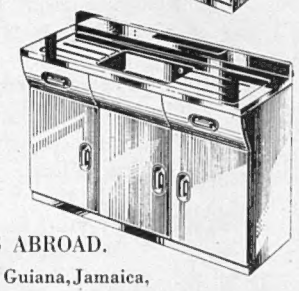

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